ATTACHMENT BOOKLET

NORTHERN BEACHES COUNCIL

TUESDAY 30 APRIL 2024

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Draft Delivery Program 2024 - 2028

Including draft Operational Plan and Budget 2024/25

northern beaches council



Acknowledgement of Country

We acknowledge the Traditional Custodians and their Country on which we gather today. By these words we show our respect to all Aboriginal people. We acknowledge Elders past, present and emerging and the spirits and ancestors of the Clans that lived in this area.

Visit us: Northern Beaches Council

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

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

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Delivery Program 2024 - 2028

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Introduction



Message from the Mayor



Each financial year Council prepares a carefully considered program of initiatives and projects with a commitment to improving our community.

This Budget and Delivery Program focuses on resilience and sustainability, prioritising the projects and services that support and strengthen our community and environment.

Our area is increasingly facing wild weather events causing local flooding, coastal erosion, road closures and other damage. To ensure we are best placed to manage these events and do everything we can to protect our community, we continue to implement our Resilience Strategy.

Within this is the Northern Beaches Recovery Plan, developed over two years, which looks at how we strengthen partnerships with government and non-government organisations to lead and support community recovery following natural disasters.

We have set aside over $10.1 million to continue to maintain and upgrade our extensive stormwater network along with $3.3 million to continue the coastal protection works at Collaroy. One of our most significant projects will be the works to reduce the frequency of flooding on the Wakehurst Parkway.

This complex, multi-million dollar infrastructure program is designed to reduce flood disruption to motorists on this important corridor. Over $22.2 million will be invested in our roads network and transport infrastructure.

Over the coming financial year, we will also invest $101 million on capital works, with two thirds of the budget allocated to parks, recreation, cultural facilities, roads, and transport.

This includes critical structural repairs to Whale Beach and Mona Vale rockpools and new and upgraded boardwalk at Manly Dam and infrastructure on the Spit to Manly walk.

We're excited to be at construction stage for the new Warriewood Valley Community Centre, kicking off the upgrade of the Warringah Recreation Centre and developing a new pedestrian and cyclist bridge at Queenscliff.

We'll be implementing our new waste strategy, trialing circular economy initiatives for reuse, repair and recycling of household items and implementing other measures to work towards our goal to help the community reduce household waste by 10% by 2030 and by 20% by 2040 .

Our commitment to affordable housing continues with requirements for affordable housing in our Local Environmental Plans and seeking 10% affordable housing in new developments wherever land is re-zoned for additional density.

While these continue to be challenging times for many facing cost of living pressures, as an organisation we are also encountering the impact of inflation on the cost of services and maintaining facilities. Preserving a fine balance across multiple priorities is key to serving our community and we welcome your ongoing feedback as we develop strategies and plans to support our community.

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.



Sue Heins
Mayor

Capital project highlights for 2024/25

$23.2m New community facilities including Warriewood Valley Community Centre ($16.7m) and Warringah Recreation Centre ($2.2m)

$16.4m Improving road assets and resurfacing 4.8km of roads ($7.1m)

$10.1m Priority stormwater management works to reduce flooding and pollution

$5.8m Cycleways including the pedestrian and cyclist bridge at Queenscliff ($3m)

$5.2m Over 5km of new and improved footpaths across 14 suburbs

$3.5m Improving sportsfields and new recreation facilities

$3.4m Improving foreshores at various locations, including the implementation of the Freshwater Beach masterplan ($1.5m)

$3.3m New and improved reserves and playgrounds including Frenchs Forest precinct park upgrade ($1.5m)

$3.3m Continuing the Collaroy-Narrabeen coastal protection works

$2.2m Work on Taylors Point and design of Greater Mackerel Beach and Currawong wharves

$2.0m Improving recreational trails, including a new Manly Dam boardwalk ($1.5m)

$1.8m Improving public amenities including at Freshwater Beach and West Esplanade, Manly

$1.7m Town centre and village upgrades

Message from the Chief Executive Officer



This Budget, Delivery Program and Operational Plan provides the community with a complex plan for the next financial year and the following three years.

It demonstrates how we will address the outcomes and goals outlined in the Community Strategic Plan, developed in consultation with our community, focusing on our environmental, social, economic and civic priorities.

It seeks to future-proof both community and Council infrastructure, while continuing to provide a number of large community focused initiatives to further enhance life on the Northern Beaches.

We regularly review our diverse range of services to ensure they are meeting local needs in terms of timeliness, quality, and cost of service and in 2024/25 we will continue to undertake service reviews as per our agreed program.

The huge project to update our Local Environmental and Development Control plans will deliver a consistent approach across the local government area, protecting heritage and environmentally sensitive areas with detailed planning and design guidelines. Extensive community consultation will launch this financial year to ensure these critical documents are in line with community expectations.

As with all large service-based organisations, we rely on our internal systems to be able to support and serve our community as efficiently as possible. This financial year we embark on a major technology program to upgrade, simplify and improve our core operating systems. The program extends over three years and involves decommissioning of legacy systems that will soon be unsupported and relocating our core systems from on premise to the cloud.

Like many councils in NSW, Northern Beaches Council is facing growing pressure to its financial sustainability as increases in rates income, under the NSW rate peg system, have not reflected the rising costs of labour, materials, contracts, and construction.

While our 2024/25 budget forecasts an operating deficit before capital grants and contributions of $5.8 million, our Long-Term Financial Plan will explore options to address this imbalance and strengthen our financial capacity.

Our community is at the heart of everything we do, and I have the utmost confidence in our staff and councillors to reach new milestones and celebrate many more achievements for the Northern Beaches in the years ahead.

In September 2024 our community will have the opportunity to vote for their representatives for the next four years in the local government elections. Our current Councillors have progressed a huge number of community initiatives and projects over the last three years and I thank them for their leadership, passion and commitment to our community.



Scott Phillips
Chief Executive Officer

Budget snapshot 2024/25

Operational

$450.7m
Income from continuing operations

–

$424.7m
Expenses from continuing operations

–

$31.8m
Capital grant income

=

($5.8m)
Operating deficit

Capital works

$60.6m
New works

+

$40.2m
Renewal works*

=

$100.8m
Total works

Loan repayments

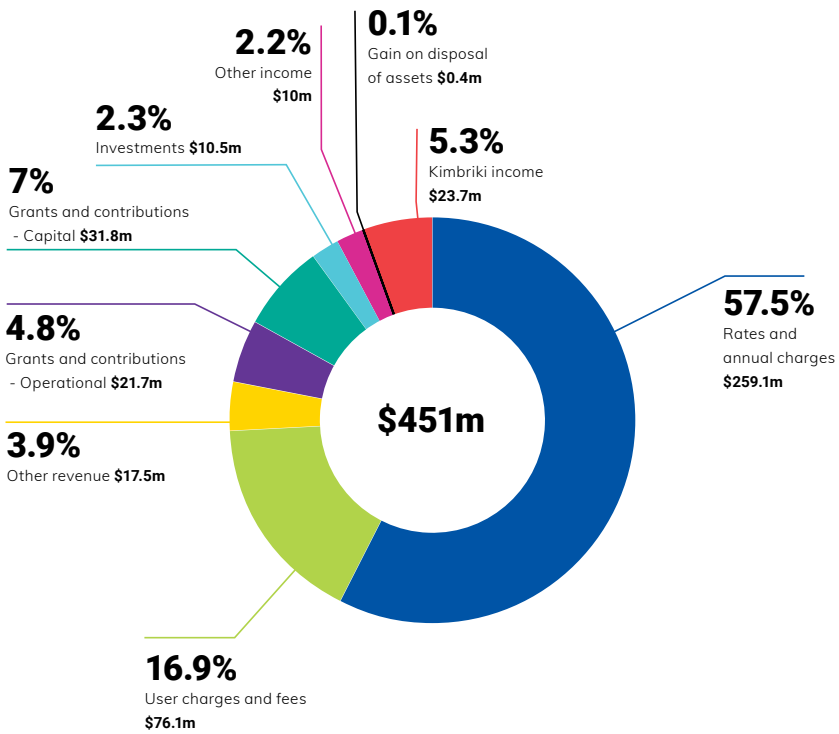
$2.1m
Loan principal repayments

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

Funding summary for 2024/25

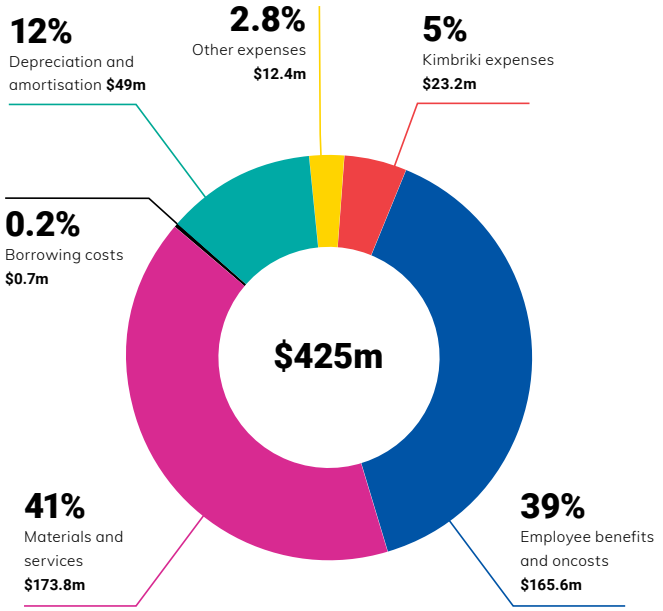
The following charts show the breakdown of funding sources for Council and how the money will be allocated in 2024/25.

Where does the income come from?



Numbers presented may not sum precisely due to rounding

Where is the money spent?



Numbers presented may not sum precisely due to rounding

About the Northern Beaches

The Northern Beaches local government area (LGA) covers 254km^2 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

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

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)



34%
Local trips by public transport, walking or cycling (TfNSW 2022-23)

Community



267,921
Population (ERP 2023)



105,016
Dwellings (ABS 2021)



25% + 24%
25% Residents aged under 20, and 24% aged 60+ (ABS 2021)



17%
Dwellings are medium density, villas, townhouses or low units (ABS 2021)



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



27%
Dwellings are high density units 3 storeys or higher (ABS 2021)



16%
Speak a non-English language at home (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

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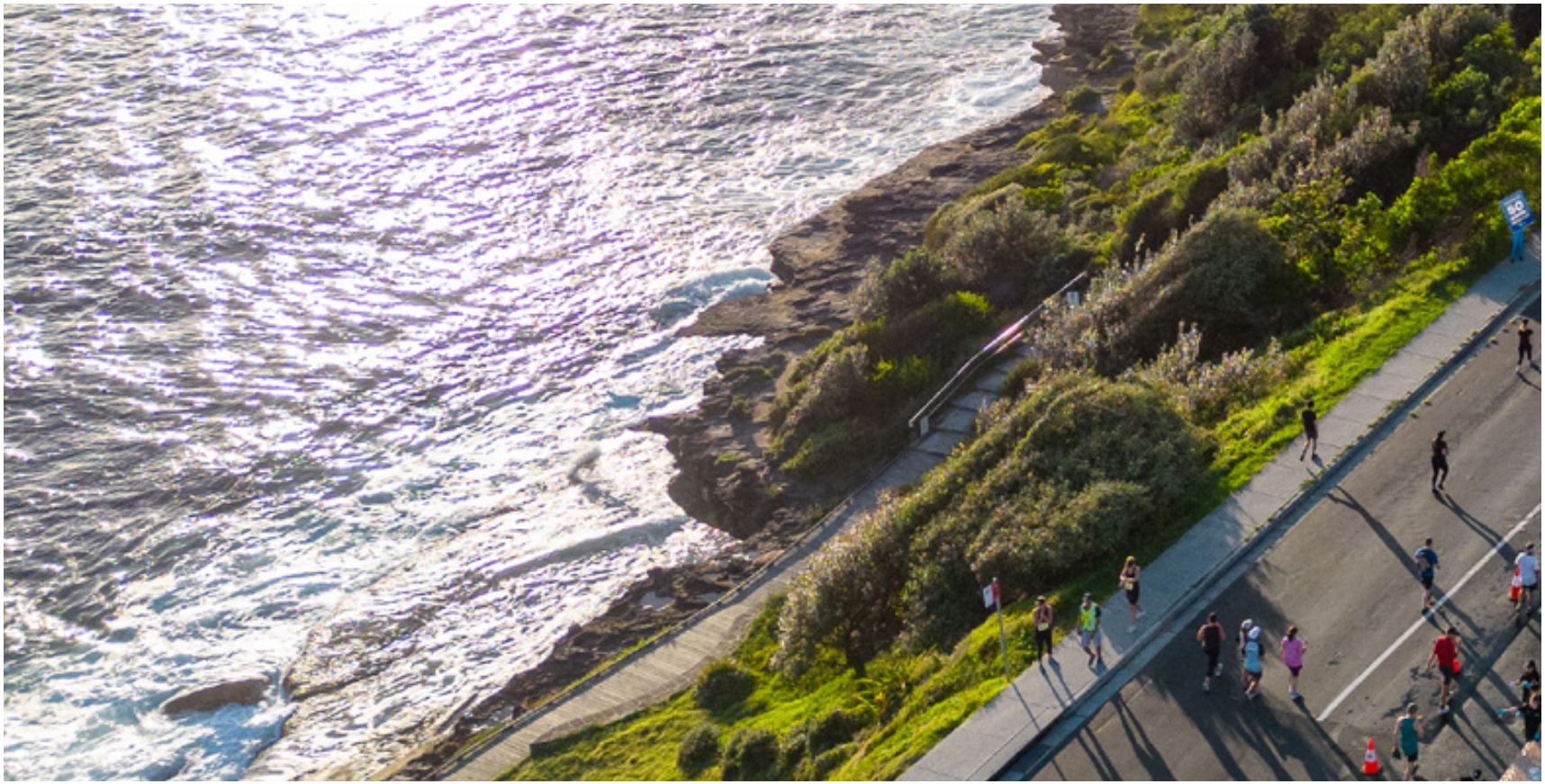
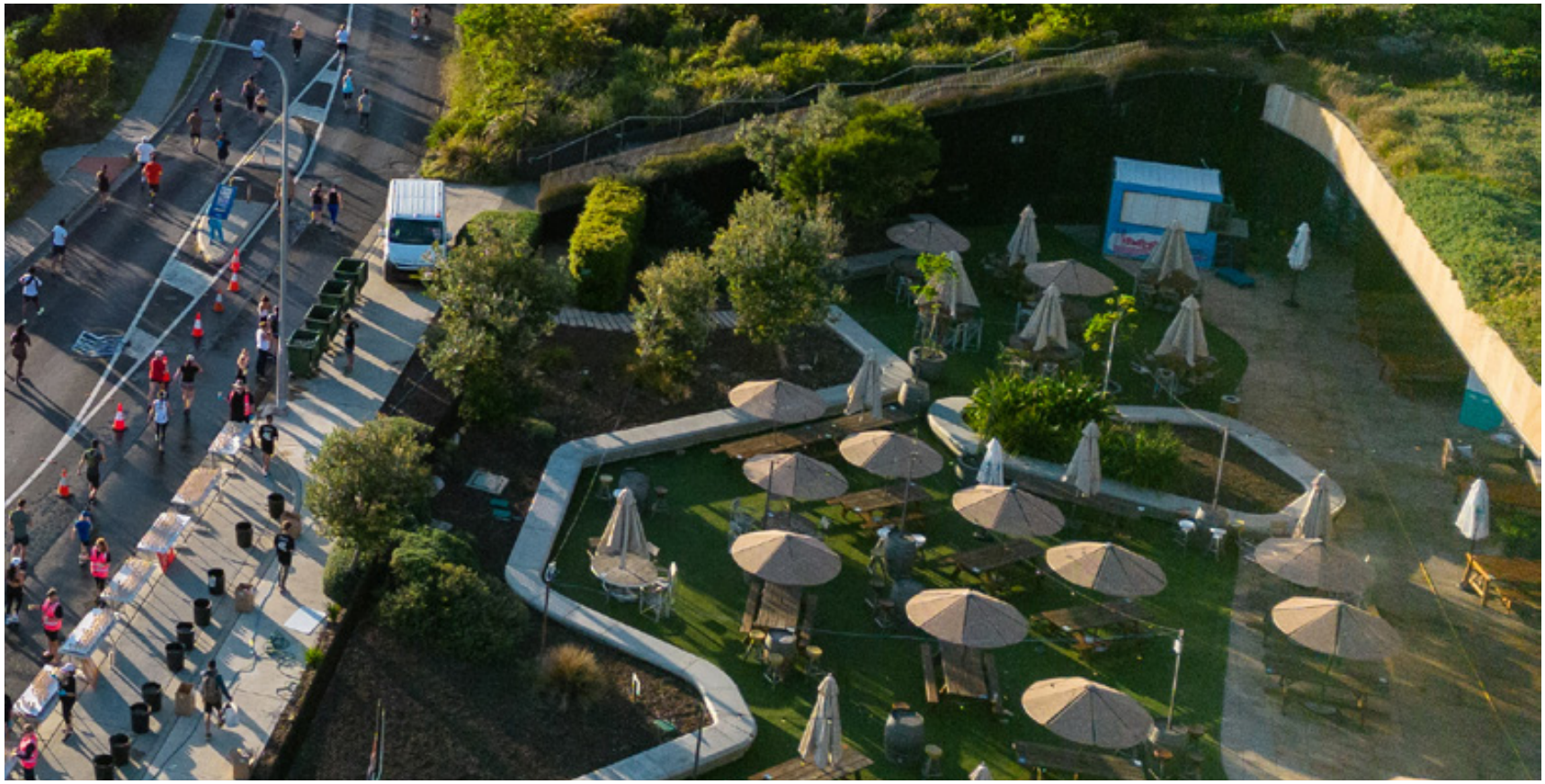
Our community's vision

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





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
First elected 2021



Sue Heins (Mayor)
May 2023 - Sep 2024
0427 226 453
Sue.Heins@northernbeaches.nsw.gov.au
First elected 2017



David Walton
0427 741 824
David.Walton@northernbeaches.nsw.gov.au
First elected 2017

Frenchs Forest Ward



Jose Menano-Pires
0481 908 842
Jose.Menano-Pires@northernbeaches.nsw.gov.au
First elected 2021



Michael Regan
8495 6460
Michael.Regan@northernbeaches.nsw.gov.au
First elected 2017



Stuart Sprott
0408 678 480
Stuart.Sprott@northernbeaches.nsw.gov.au
First elected 2017

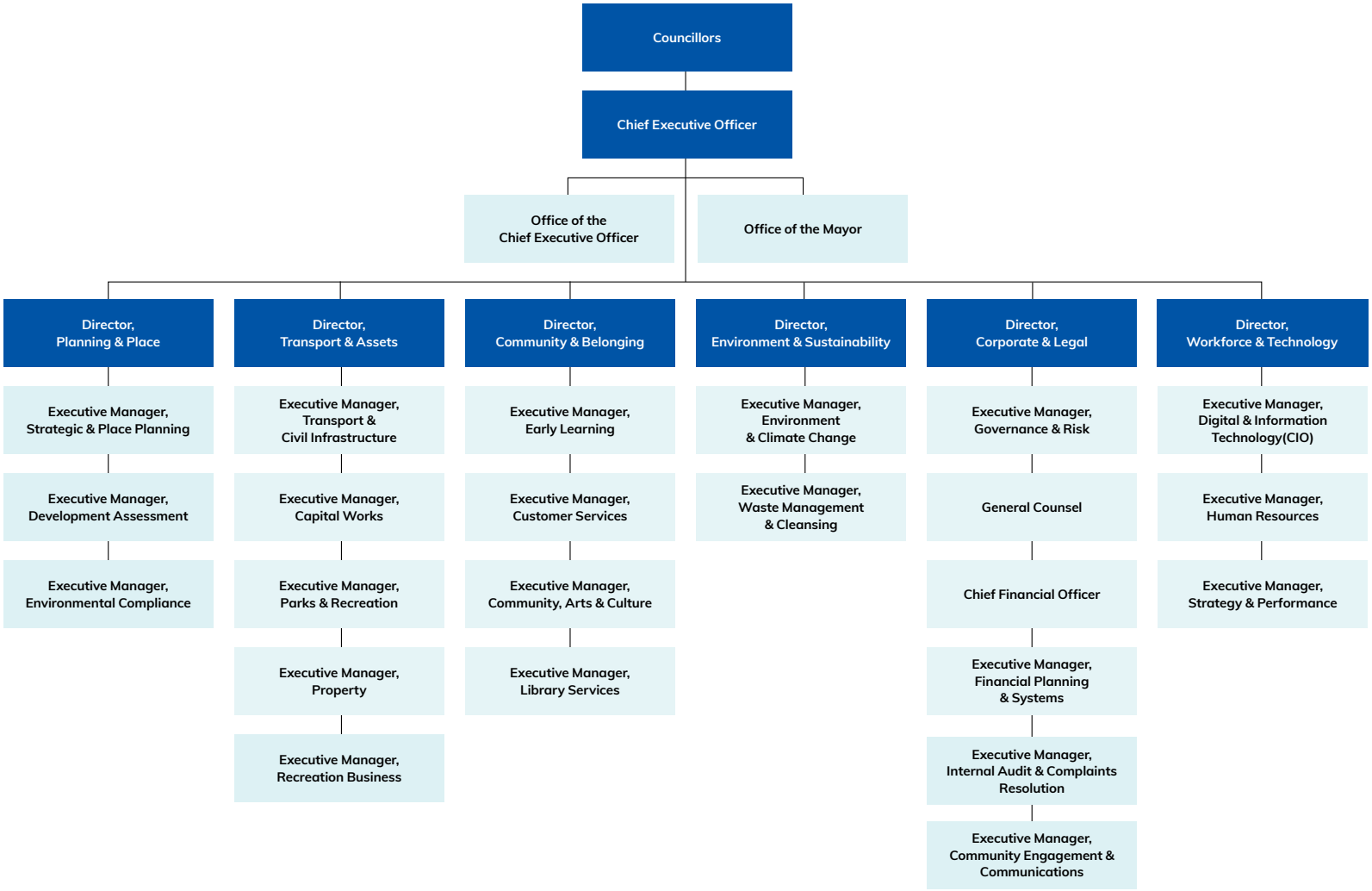
Manly Ward			
	Candy Bingham 0418 430 544 Candy.Bingham@northernbeaches.nsw.gov.au First elected 2017	**Sarah Grattan** 0427 745 673 Sarah.Grattan@northernbeaches.nsw.gov.au First elected 2017	**Georgia Ryburn (Deputy Mayor)** **Sep 2023 - Sep 2024** 0481 905 052 Georgia.Ryburn@northernbeaches.nsw.gov.au First elected 2021
Narrabeen Ward			
	Bianca Crvelin 0481 917 977 Bianca.Crvelin@northernbeaches.nsw.gov.au First elected 2021	**Vincent De Luca OAM** 0427 218 553 Vincent.DeLuca@northernbeaches.nsw.gov.au First elected 2017	**Ruth Robins** 0481 914 733 Ruth.Robins@northernbeaches.nsw.gov.au First elected 2021
Pittwater Ward			
	Michael Gencher 0481 916 932 Michael.Gencher@northernbeaches.nsw.gov.au First elected 2021	**Miranda Korzy** 0481 904 173 Miranda.Korzy@northernbeaches.nsw.gov.au First elected 2021	**Karina Page** 0403 961 786 Karina.Page@northernbeaches.nsw.gov.au First elected 2023

* Councillor Page was appointed based on a countback in 2023 to replace Rory Amon who resigned as a Councillor

Our organisation

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

Structure
Northern Beaches Council is divided into six directorates.


Councillors
Chief Executive Officer
Office of the Chief Executive Officer
Office of the Mayor
Director, Planning & Place
Executive Manager, Strategic & Place Planning
Executive Manager, Development Assessment
Executive Manager, Environmental Compliance
Director, Transport & Assets
Executive Manager, Transport & Civil Infrastructure
Executive Manager, Capital Works
Executive Manager, Parks & Recreation
Executive Manager, Property
Executive Manager, Recreation Business
Director, Community & Belonging
Executive Manager, Early Learning
Executive Manager, Customer Services
Executive Manager, Community, Arts & Culture
Executive Manager, Library Services
Director, Environment & Sustainability
Executive Manager, Environment & Climate Change
Executive Manager, Waste Management & Cleansing
Director, Corporate & Legal
Executive Manager, Governance & Risk
General Counsel
Chief Financial Officer
Executive Manager, Financial Planning & Systems
Executive Manager, Internal Audit & Complaints Resolution
Executive Manager, Community Engagement & Communications
Director, Workforce & Technology
Executive Manager, Digital & Information Technology(CIO)
Executive Manager, Human Resources
Executive Manager, Strategy & Performance



Our Delivery Program


In 30 years there will likely be more plastic in the sea than fish
What a
load of rubbish
Say no to single use plastics

Introduction to the Delivery Program

Council's Delivery Program is an important component of the legislated Integrated Planning and Reporting Framework for 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 to achieve these. 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.

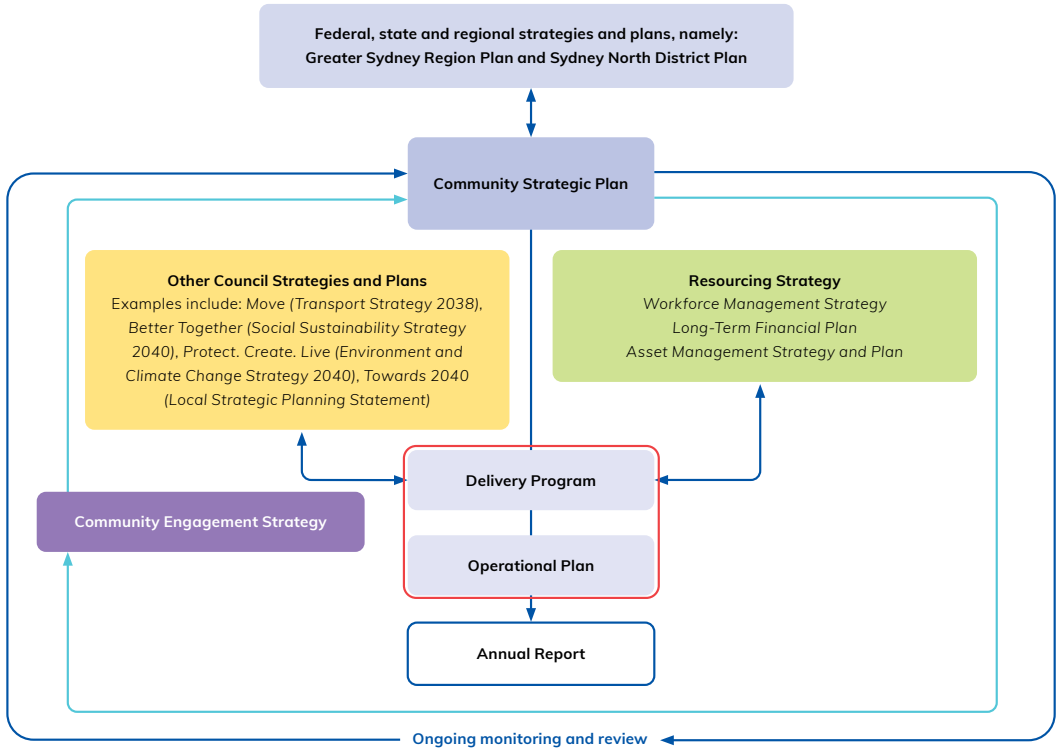
The Delivery Program sits at the heart of our operations. It responds to the goals of the Community Strategic Plan and to other Council strategies and plans. The Delivery Program is also influenced by the Resourcing Strategy, which sets out how our finances, assets and workforce will resource what Council 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 our 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



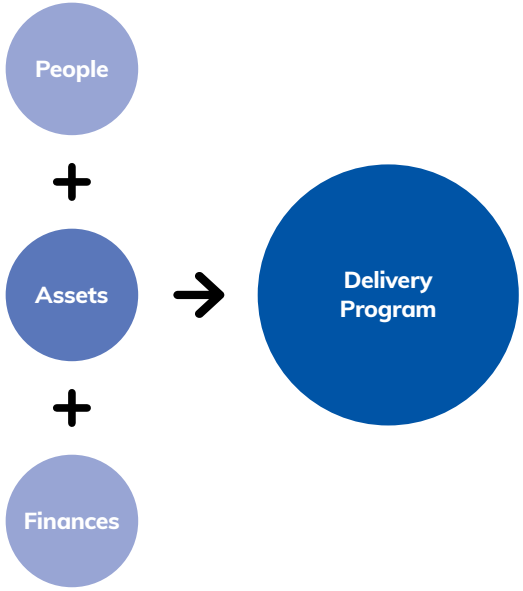
Resourcing our Delivery Program

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. Given significant weather events over the last couple of years the Asset Management Plan is being revised to look towards impacts on longer-term asset management
- Long-Term Financial Plan, which is revised annually, 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 services 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.



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	G6 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 G19 G22
Development assessment	G5 G19
Environmental compliance	G1 G5 G8 G12
Parks and recreation	G3 G5 G8 G11 G12 G15 G20 G22
Economic development, events and engagement	G7 G9 G11 G12 G13 G14 G15 G20 G21
Transport, traffic and active travel	G8 G16 G17 G19 G22
Property and facilities	G2 G3 G5 G6 G8 G9 G11 G12 G15 G19 G20 G22
Customer service	G20
Governance and assurance services	G19 G20

How to read the service pages

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

Description of project

Responsible Executive Manager

The year(s) that the project will be active

Operational projects

CSP	Projects	2024/25	2025/26	2026/27	2027/28
G1-6	Develop and implement action plans and reporting to support the Environment and Climate Change Strategy EM Environment and Climate Change	•	•	•	

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

Program name

CSP goal the project addresses

Project name

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

Capital

CSP	Projects	2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
	Stormwater program				
G2	Planned stormwater new works	1,568	1,521	1,473	1,758

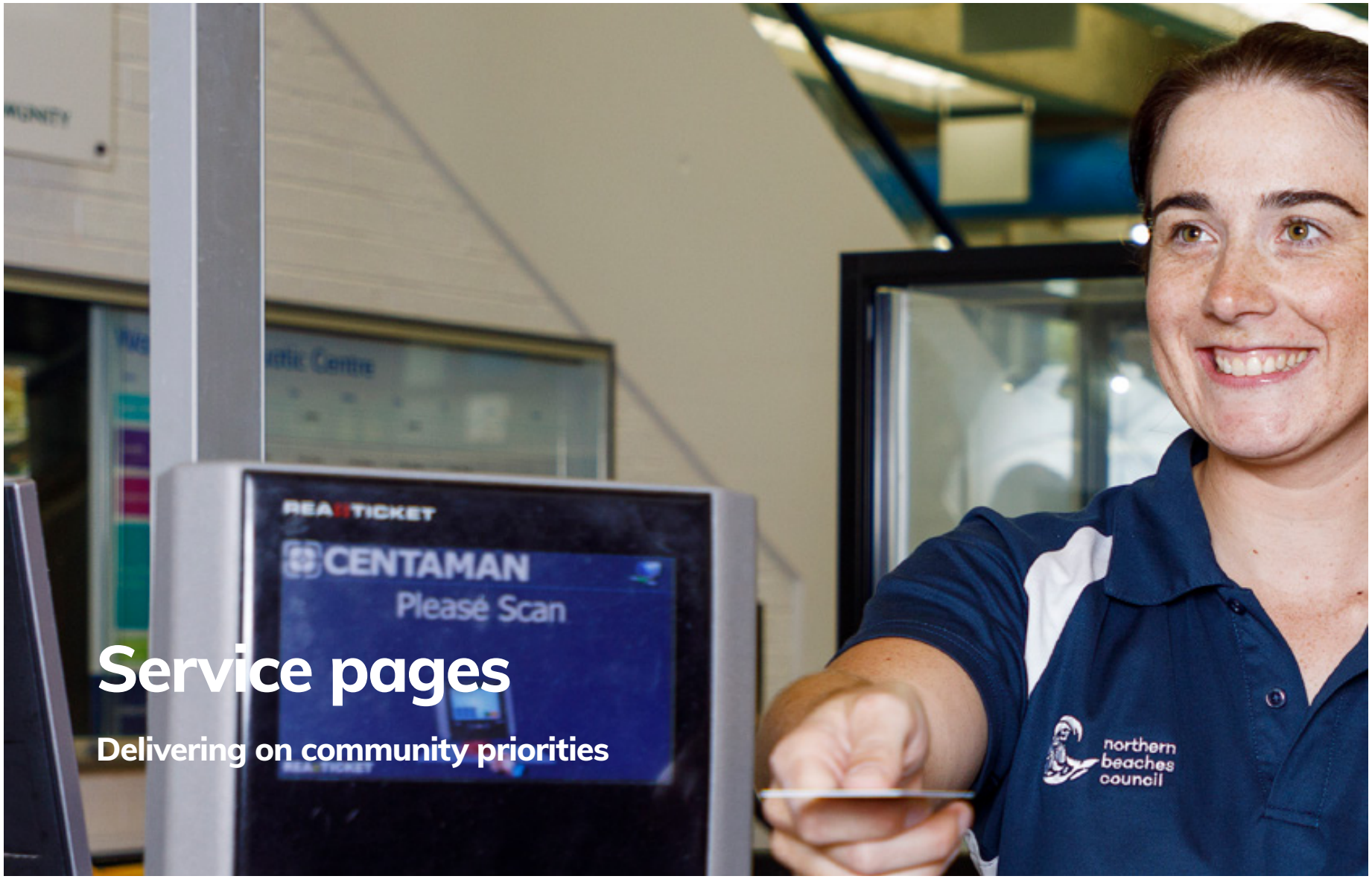
Service measures

Performance measures	Result 2022/23	Target 2023/24	Target 2024/25	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* 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'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)**	**(39,220)**
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



Service pages

Delivering on community priorities


Warringah
Aquatic Centre
Frenchs Forest

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



80km
Coastline



17km²
Council bushland



250km
Creek lines



1,460
Native plant species



540
Native animal species



600km
Stormwater pipes



5
Aquatic reserves



296
Environmental volunteers



981m annually
Stormwater networks renewed or upgraded



>18,000
People attend environmental education programs annually



>11 million
Domestic waste service bin lifts from residential dwellings annually (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	G17	

Service information
This service delivers programs to protect and preserve bushland and waterways, 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, endorsed by Council:

- 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, threatened species, and stormwater assets.

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 agencies, including providing financial assistance for private coastal protection works

G2 Emergency response through liaison with emergency services

G3 Support the community and schools on environmental and sustainability projects

G3 Implement the Threatened Species and Threatened Ecological Communities programs and actions

G3 **G4** Deliver targeted education in environmental protection, sustainability, volunteering and Environment Centre programs in response to community priorities

G5 Undertake development engineering assessments, reviews, approvals and works

G5 **G10** Provide expert environmental advice in strategic planning, and assessment of development and other applications

G2 **G6** Deliver programs to mitigate, adapt and respond to climate change and reduce Council and community resource consumption

Operational projects

CSP	Projects	2024/25	2025/26	2026/27	2027/28
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 programs in response to community priorities *EM Environment and Climate Change*	•	•	•	•
G1 G2	Develop and implement 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*	•	•		

Capital - new

CSP	Projects	2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
	Coastal protection works				
G2	Collaroy-Narrabeen coastal protection works	3,276	3,737	3,196	3,000
	Stormwater program				
G2	Planned stormwater new works	1,955	1,942	1,930	1,917
G2	Oxford Falls Road west flood mitigation	3,000	-	-	-
Total new works - Environment and sustainability		**8,231**	**5,679**	**5,126**	**4,917**

Capital - renewal

	Stormwater program				
G2	Planned stormwater renewal works	4,060	5,972	6,272	6,429
G2	Reactive stormwater renewal works	1,006	1,029	1,053	1,078
G2	Gross pollutant trap renewal works	102	104	106	109
	Water and energy saving initiatives				
G4 G5	Energy savings initiatives program	113	321	321	329
G4 G5	Water saving and re-use initiatives	25	77	86	90
Total renewal works - Environment and sustainability		**5,305**	**7,503**	**7,838**	**8,035**



Performance measures

Performance measures	Result 2022/23	Target 2023/24	Target 2024/25	Frequency
No. of sustainability education events	36 av.	40	40	Quarterly
Volunteer bush regeneration (hours)	1,491 (Q1) 1,863 (Q2) 1,559 (Q3) 1,995 (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	260 av.	125	125	Quarterly
No. attending sustainability education events	18,111	16,000	16,000	Annually
Active bushland management by contractors (ha)	1,225	1,200	1,200	Annually
Stormwater network renewed/upgraded in line with the Asset Management Plan (m)	981	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)	6,033	< 6,000	< 6,000	Annually
Total water use by Council (kL)	442,594	< 463,950*	<440,910*	Annually
Workload measures				Frequency
Gross pollutants removed from stormwater networks (tonnes)	181 av.	-	-	Quarterly
No. DA referrals for assessment of environmental controls	824 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

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from continuing operations					
User charges and fees	2,293	2,417	2,490	2,565	2,641
Investment fees and revenues	-	3	3	3	3
Other revenues	-	-	-	-	-
Grants and contributions - operating purposes	3,638	2,859	3,138	2,153	3,010
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	**5,931**	**5,279**	**5,630**	**4,720**	**5,655**
Expenses from continuing operations					
Employee benefits and oncosts	(9,516)	(10,051)	(10,335)	(10,659)	(10,992)
Borrowing costs	-	-	-	-	-
Materials and services	(9,871)	(8,400)	(9,582)	(8,364)	(9,841)
Depreciation and amortisation	(7,252)	(7,425)	(7,657)	(7,907)	(8,031)
Other expenses	(9,358)	(10,256)	(9,912)	(10,160)	(10,414)
Internal charges	(2,797)	(2,837)	(2,908)	(2,981)	(3,056)
Overhead allocation	(3,354)	(3,464)	(3,551)	(3,640)	(3,731)
Total expenses from continuing operations	**(42,148)**	**(42,434)**	**(43,946)**	**(43,711)**	**(46,065)**
Surplus/(deficit) from continuing operations	**(36,217)**	**(37,154)**	**(38,316)**	**(38,990)**	**(40,410)**

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	1,566	4,507	3,178	1,635	2,000
Surplus/(deficit) from operations including capital grants and contributions	**(34,651)**	**(32,648)**	**(35,138)**	**(37,356)**	**(38,410)**
Rates and annual charges and reserves					
Rates and annual charges	36,217	37,077	38,238	38,913	40,322
Tfr (to)/from reserves	-	78	78	78	78
Full time equivalent positions (FTE)	85.1	84.4			

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, behaviour change programs and reuse/recycling events. It also ensures the cleanliness and amenity of public areas through 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:

- Environment and Climate Change Strategy
- Waste and Circular Economy Strategy 2040
- Environmental Education and Sustainable Living Action Plan
- Event Waste Management Guidelines
- Development Waste Management Guidelines
- NSW Waste and Sustainable Materials Strategy 2041

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 **G4** Manage waste for public functions and events

G3 **G4** Deliver waste education and 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

Operational projects

CSP	Projects	2024/25	2025/26	2026/27	2027/28
G4 G6	Deliver 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*	•	•		
G4 G6	Investigate and trial options for a Circular Economy Hub for reuse, repair and recycling *EM Waste Management and Cleansing*	•	•		

Capital - renewal

CSP	Projects	2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'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 2022/23	Target 2023/24	Target 2024/25	Frequency
Reports of missed waste collection and litterbin services	0.17% av.	<0.5%	<0.5%	Quarterly
No. participating in education events on waste and circular economy solutions	5,102 av. 20,410	1,000 5,000	1,000 5,000	Quarterly Annually
Domestic waste diverted from landfill (waste collected from households by Council)	65%	65%	66%	Annually
Domestic waste collected by Council per capita (kg)	411	<420	<410	Annually
Satisfaction with customer requests on the domestic waste service	-*	80%	80%	Annually
Satisfaction with customer requests on cleansing services	80%	80%	80%	Annually

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

Income and expenditure - Waste and cleansing

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from continuing operations					
User charges and fees	60	65	67	69	71
Investment fees and revenues	50	52	-	-	-
Other revenues	650	652	668	685	702
Grants and contributions - operating purposes	-	97	99	102	104
Other Income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	**759**	**866**	**834**	**856**	**877**
Expenses from continuing operations					
Employee benefits and oncosts	(8,876)	(9,954)	(10,265)	(10,587)	(10,918)
Borrowing costs	(206)	(172)	(136)	(99)	(61)
Materials and services	(54,568)	(56,288)	(59,280)	(61,245)	(62,819)
Depreciation and amortisation	(2,715)	(2,733)	(2,781)	(2,833)	(2,859)
Other expenses	(16)	(16)	(16)	(17)	(17)
Internal charges	(3,226)	(3,453)	(3,539)	(3,628)	(3,718)
Overhead allocation	(1,885)	(1,947)	(1,996)	(2,046)	(2,097)
Total expenses from continuing operations	**(71,493)**	**(74,562)**	**(78,014)**	**(80,453)**	**(82,489)**
Surplus/(deficit) from continuing operations	**(70,733)**	**(73,696)**	**(77,179)**	**(79,598)**	**(81,612)**

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'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	70,733	73,696	77,179	79,598	81,612
Transfer (to)/from reserves	-	-	-	-	-
Full time equivalent positions (FTE)	79.6	82.2			

44

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 on site each year and around 80% of this is recycled. There are approximately 5,000 visits each year to the Eco House and Garden for education on sustainability, and 12,500 visits to the Buy Back Centre which sells salvaged building materials and furniture. Kimbriki's social precinct, The Hub, provides workspaces for not-for-profits and charities that promote reuse and recycling.

Responsible business unit

Waste Management and Cleansing

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

G4 Provide workspaces at The Hub for
G22 not-for-profits who promote reuse and recycling

Operational projects

CSP	Projects	2024/25	2025/26	2026/27	2027/28
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	2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
	Kimbriki improvements				
G4	Kimbriki gas capture system	75	77	80	82
G4	Kimbriki future cell development	2,676	2,200	2,200	2,200
Total new works - Kimbriki Resource Recovery Centre		**2,751**	**2,277**	**2,280**	**2,282**

Capital - renewal

	Kimbriki improvements				
G4	Kimbriki vehicles	-	146	168	110
G4	Kimbriki renewal program	619	640	660	682
G4	Kimbriki other	75	77	79	82
Total renewal works - Kimbriki Resource Recovery Centre		**694**	**863**	**907**	**873**



Performance measures

Performance measures	Result 2022/23	Target 2023/24	Target 2024/25	Frequency
Total waste from all sources diverted from landfill on-site	80%	82%	82%	Quarterly Annually
Waste diverted from landfill in the mixed waste section on-site from all sources	7.40%	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)	630	600	600	Annually

Income and expenditure - Kimbriki Resource Recovery Centre

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from continuing operations					
User charges and fees	38,982	39,521	40,509	41,522	42,560
Investment fees and revenues	675	942	901	931	1,021
Other revenues	3,852	3,763	3,857	3,954	4,052
Grants and contributions - operating purposes	-	-	-	-	-
Other income	274	274	281	288	295
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	**43,783**	**44,501**	**45,549**	**46,695**	**47,929**
Expenses from continuing operations					
Employee benefits and oncosts	(5,345)	(5,355)	(5,489)	(5,626)	(5,767)
Borrowing costs	(2,025)	(2,140)	(2,275)	(2,375)	(2,460)
Materials and services	(19,658)	(20,104)	(20,852)	(21,442)	(21,901)
Depreciation and amortisation	(3,784)	(3,778)	(4,028)	(4,690)	(3,671)
Other expenses	(10,315)	(9,668)	(9,910)	(10,158)	(10,412)
Internal charges	-	-	-	-	-
Overhead allocation	-	-	-	-	-
Total expenses from continuing operations	**(41,127)**	**(41,046)**	**(42,554)**	**(44,291)**	**(44,211)**
Surplus/(deficit) from continuing operations	**2,656**	**3,455**	**2,995**	**2,404**	**3,718**

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	**2,656**	**3,455**	**2,995**	**2,404**	**3,718**
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



24
Ocean beaches



>790
Environmental health food inspections annually



6
Gallery, art and performance venues



36
Community centres



122
Sportsfields



219
Playgrounds



>2,200
Volunteers



20,190
Meals on Wheels services annually



2
Aquatic centres



>101,000
Visits to gallery, art and performance venues annually



6
Libraries



9
Long day care/ preschool sites

Community, arts and culture



Supporting CSP Goals:

G6	G7	G8
G9	G11	G12
G22		

Service information
Supporting our vision for a safe, diverse, 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, young people, people living with disability, LGBTQIA+ and multicultural communities.

Our community centre, 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 social and cultural life.

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

- Better Together Social Sustainability Strategy
- Community Wellbeing Framework
- Disability Inclusion Action Plan
- Community Safety Plan
- Youth Voice Action Plan
- Multicultural Inclusion Plan
- Arts and Creativity Strategy
  - Coast Walk Public Art Strategic Plan
  - Manly Art Gallery & Museum Fundraising Strategy
- Community Centres Strategy.

Responsible business units
Community, Arts and Culture
Property
Capital Works

Ongoing services and programs:

G7 Undertake strategic social and
G8 cultural planning
G9

G7 Integrate art into public spaces

G7 Manage Glen Street Theatre and the Manly Art Gallery and Museum

G8 Undertake community and cultural development and coordinate grant programs

G8 Coordinate the Community Safety
G9 Advisory Committee and support initiatives in community safety

G8 Coordinate initiatives that encourage
G9 volunteering within Council and the community

G8 Provide youth and family counselling
G9 services

G8 Coordinate the Youth Advisory Group
G9 and provide skills development opportunities

G8 Manage Meals on Wheels services
G9 for seniors and people with disability

G8 Provide community information and
G9 referrals

G11 Plan for community centres and
G22 public spaces that meet the changing needs of the population

G11 Plan for community centres and
G22 public spaces that meet the changing needs of the population

G11 Provide accessible community
G22 centres and hubs, partnering with service providers, local community groups and individuals

G11 Collaborate with local groups,
G22 services and networks to improve service provision and social outcomes for the community

Operational projects

CSP	Projects	2024/25	2025/26	2026/27	2027/28
G7 G8 G9	Develop the Community Connection Project *EM Community Arts and Culture*	•	•		
G7 G8 G9	5 year review of Better Together Social Sustainability Strategy 2040 *EM Community Arts and Culture*		•	•	
G8	Living in Place and State of Wellbeing Report *EM Community Arts and Culture*	•		•	
G6 G7	Develop Collective for Environmental Art and Design (CEAD) *EM Community Arts and Culture*	•			
G8 G9	Review of the Disability Inclusion Action Plan *EM Community Arts and Culture*			•	

Capital - new

CSP	Projects	2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
	Community centre improvements				
G7 G12	Warriewood Valley Community Centre	16,666	515	-	-
	Cultural improvements				
G7 G12	Coast walk - art trail	439	343	-	-
Total new works - Community, arts and culture		**17,104**	**858**	**-**	**-**

Capital - renewal

	Community centre improvements				
G12	Community buildings works program	-	1,407	1,645	1,964
G12	Community centres minor works program	-	168	172	176
	Cultural improvements				
G12	Glen Street Theatre - renewal works	425	149	150	153
G7 G12	Creative Arts Space - Mona Vale Design Works	100	-	-	-
Total renewal works - Community, arts and culture		**525**	**1,725**	**1,967**	**2,293**

Performance measures

Performance measures	Result 2022/23	Target 2023/24	Target 2024/25	Frequency
Community centres: no. bookings	9,119 (Q1) 8,585 (Q2) 8,390 (Q3) 9,493 (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	5,048 av. 20,190	4,500 18,000	5,000 20,000	Quarterly Annually
No. volunteers who actively participate in ongoing Council programs	558 av. 2,233	650 1,500	650 1,500	Quarterly Annually
Community centres: no. people attending	1,034,284	1,000,000	1,000,000	Annually
Community centres: hirer satisfaction (mean score out of five)	4.36	4	4	Annually
No. sessions of youth and family counselling	829	850	850	Annually
No. participants in community development programs and projects	9,629	8,500	8,500	Annually
No. attending arts and culture events/performances	101,408	105,000	105,000	Annually
No. networks and partnerships with community groups/organisations	31	25	25	Annually
Workload measures				**Frequency**
No. information and referral enquiries	449	-	-	Annually

Q = Quarterly

Income and expenditure - Community, arts and culture

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from continuing operations					
User charges and fees	4,450	5,038	5,189	5,345	5,505
Investment fees and revenues	-	-	-	-	-
Other revenues	814	995	1,020	1,046	1,072
Grants and contributions - operating purposes	679	654	671	688	705
Other income	43	83	80	82	84
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	**5,986**	**6,770**	**6,960**	**7,160**	**7,366**
Expenses from continuing operations					
Employee benefits and oncosts	(7,421)	(7,754)	(7,997)	(8,247)	(8,505)
Borrowing costs	-	-	-	-	-
Materials and services	(3,229)	(3,783)	(3,878)	(3,975)	(4,074)
Depreciation and amortisation	(621)	(658)	(678)	(700)	(710)
Other expenses	(578)	(499)	(512)	(525)	(538)
Internal charges	(55)	(63)	(64)	(66)	(68)
Overhead allocation	(858)	(886)	(908)	(931)	(954)
Total expenses from continuing operations	**(12,762)**	**(13,644)**	**(14,037)**	**(14,443)**	**(14,849)**
Surplus/(deficit) from continuing operations	**(6,775)**	**(6,873)**	**(7,077)**	**(7,283)**	**(7,484)**

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	**(6,775)**	**(6,873)**	**(7,077)**	**(7,283)**	**(7,484)**
Rates and annual charges and reserves					
Rates and annual charges	6,668	6,807	7,011	7,228	7,479
Transfer (to)/from reserves	108	66	66	55	5
Full time equivalent positions (FTE)	57.8	58.2			

Children's services



Supporting CSP Goals:

G9 G12

Service information

This service provides early learning for young children at nine locations across the Northern Beaches. This includes long day care and pre-school, supporting family day care at up to 50 locations and school holiday programs for primary school children at three locations. The service is also responsible for the implementation of the *Children's Services Strategy*.

Responsible business units

Early Learning
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

Capital - renewal

CSP	Projects	2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
	Children's services				
G12 G9	Children's centres works program	-	166	170	174
Total renewal works - Children's services		**-**	**166**	**170**	**174**

Performance measures

Performance measures	Result 2022/23	Target 2023/24	Target 2024/25	Frequency
No. children attending long day care programs	762 av.	700	700	Quarterly
No. children attending family day care programs	328 av.	340	340	Quarterly
No. children attending preschool programs	204 av.	150	150	Quarterly
No. children attending vacation care programs	433 (Q1) 421 (Q2) 709 (Q3) 471 (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	91	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)	94%	80%	80%	Annually

Q = Quarterly



Income and expenditure - Children's services

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from continuing operations					
User charges and fees	14,740	15,819	16,293	16,782	17,286
Investment fees and revenues	-	-	-	-	-
Other revenues	4	3	3	3	3
Grants and contributions - operating purposes	2,416	3,052	3,128	3,206	3,286
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	**17,160**	**18,874**	**19,425**	**19,992**	**20,576**
Expenses from continuing operations					
Employee benefits and oncosts	(13,666)	(15,128)	(15,601)	(16,090)	(16,593)
Borrowing costs	(6)	(6)	(5)	(4)	(4)
Materials and services	(2,062)	(2,221)	(2,263)	(2,306)	(2,350)
Depreciation and amortisation	(54)	(54)	(54)	(54)	(54)
Other expenses	-	-	-	-	-
Internal charges	(584)	(591)	(606)	(621)	(637)
Overhead allocation	(787)	(810)	(830)	(851)	(872)
Total expenses from continuing operations	**(17,159)**	**(18,810)**	**(19,360)**	**(19,927)**	**(20,510)**
Surplus/(deficit) from continuing operations	**1**	**64**	**65**	**65**	**65**

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	**1**	**64**	**65**	**65**	**65**
Rates and annual charges and reserves					
Rates and annual charges	-	-	-	-	-
Full time equivalent positions (FTE)	123.3	123.2			

Library services



Supporting CSP Goals:

G7	G9
G12	G18

Service information
There are six branch libraries and five community libraries within the library service, providing a range of physical and digital collections that support literacy and lifelong learning. Library services also support the delivery of inclusive and diverse events, programs and services that support community connection, digital literacy and wellbeing for all members of our community. This service is also responsible for the implementation of the Library strategy.

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 Financially assist and support five
G9 community library services
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

Operational projects

CSP	Projects	2024/25	2025/26	2026/27	2027/28
G12	Review and implement opportunities for 24/7 access to the physical library space *EM Library Services*	•	•	•	•

Capital - new

CSP	Projects	2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
	Community space and learning				
G7 G12	Library local priority grant purchases	169	36	36	36
	Library upgrades				
G7 G12	Mona Vale Library - Upgrades and New Works	140	-	-	-
Total new works - Library services		**309**	**36**	**36**	**36**

Capital - renewal

	Community space and learning				
G9	Library books - replacement	799	752	771	790
	Library upgrades				
G12	Library buildings works program	-	161	169	173
Total renewal works - Library services		**799**	**913**	**940**	**963**



Performance measures

Performance measures	Result 2022/23	Target 2023/24	Target 2024/25	Frequency
No. library programs and activities	473 av. 1,891	400 1,600	400 1,600	Quarterly Annually
No. of physical visits to libraries	198,103 av. 792,413	175,000 700,000	175,000 700,000	Quarterly Annually
No. Home Library Service customers	524 av.	525	525	Quarterly
Satisfaction with library programs	96%	80%	80%	Annually
Satisfaction with Home Library Service	99%	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

* New measure, no historical results available

Income and expenditure - Library services

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from continuing operations					
User charges and fees	121	128	132	136	140
Investment fees and revenues	-	-	-	-	-
Other revenues	131	133	134	134	135
Grants and contributions - operating purposes	826	826	847	868	889
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	**1,078**	**1,087**	**1,113**	**1,138**	**1,165**
Expenses from continuing operations					
Employee benefits and oncosts	(8,056)	(8,395)	(8,658)	(8,929)	(9,208)
Borrowing costs	-	-	-	-	-
Materials and services	(1,423)	(1,603)	(1,643)	(1,734)	(1,827)
Depreciation and amortisation	(2,001)	(2,062)	(2,126)	(2,195)	(2,229)
Other expenses	(118)	(129)	(132)	(135)	(139)
Internal charges	(88)	(87)	(90)	(92)	(94)
Overhead allocation	(976)	(1,005)	(1,030)	(1,055)	(1,082)
Total expenses from continuing operations	**(12,661)**	**(13,280)**	**(13,678)**	**(14,140)**	**(14,579)**
Surplus/(deficit) from continuing operations	**(11,583)**	**(12,193)**	**(12,565)**	**(13,002)**	**(13,414)**

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	169	169	36	36	36
Surplus/(deficit) from operations including capital grants and contributions	**(11,414)**	**(12,024)**	**(12,530)**	**(12,966)**	**(13,378)**
Rates and annual charges and reserves					
Rates and annual charges	11,583	12,193	12,565	13,002	13,414
Full time equivalent positions (FTE)	79.6	80.7			

Strategic land use planning



Supporting CSP Goals:

G1	G5	G9
G10	G11	G13
G15	G19	G22

Service information
This service sets the land-use planning direction for the local government area via the Local Strategic Planning Statement (LSPS) – Towards 2040. Council is 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 endorsed by Council:

- LSPS Towards 2040
- Avalon Place Plan
- Brookvale Structure Plan
- Local Housing Strategy
- Affordable Housing Policy
- Affordable Housing Contribution Scheme
- Frenchs Forest Contribution Plan
- Frenchs Forest Hospital Precinct Plan
- Warriewood Valley Contributions Plan
- Northern Beaches Contributions Plan
- Planning Agreement 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 including providing a local heritage grant program

G1 Protect environmental heritage
G5

G10 Strategic and land use planning
G11 including urban design

G10 Prepare place plans and structure
G11 plans

G22 Advocate for community needs with NSW Planning, Industry and Environment and other stakeholders

G19 Provide planning certificates

Operational projects

CSP	Projects	2024/25	2025/26	2026/27	2027/28
G5 G10 G11 G13 G15	Prepare Northern Beaches Local Environmental Plan, Development Control Plan and associated studies *EM Strategic and Place Planning*	•	•		
G11 G13 G15	Develop place plan for Mona Vale *EM Strategic and Place Planning*	•			
G11 G13 G15	Develop place plan for Manly *EM Strategic and Place Planning*	•			
G5 G9	Prepare a Modern Heritage Study *EM Strategic and Place Planning*	•			
G10	Review of the Affordable Housing Policy *EM Strategic and Place Planning*	•			
G5 G10 G11 G13 G15	Review the Local Strategic Planning Statement *EM Strategic and Place Planning*		•	•	

Performance measures

Performance measures	Result 2022/23	Target 2023/24	Target 2024/25	Frequency
Planning proposals assessed in accordance with state government timeframes*: • basic proposal within 80 working days • standard proposal within 95 working days • complex proposal within 120 working days	33%	80%	80%	Annually

* 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.



Income and expenditure - Strategic land use planning

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from continuing operations					
User charges and fees	1,206	1,175	1,210	1,247	1,284
Investment fees and revenues	-	-	-	-	-
Other revenues	-	-	-	-	-
Grants and contributions - operating purposes	341	374	383	393	403
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	**1,547**	**1,549**	**1,594**	**1,639**	**1,687**
Expenses from continuing operations					
Employee benefits and oncosts	(5,066)	(5,436)	(5,606)	(5,781)	(5,962)
Borrowing costs	-	-	-	-	-
Materials and services	(704)	(656)	(672)	(689)	(706)
Depreciation and amortisation	(55)	(55)	(57)	(59)	(60)
Other expenses	(728)	(763)	(782)	(802)	(822)
Internal charges	(233)	(244)	(251)	(257)	(263)
Overhead allocation	(450)	(466)	(478)	(490)	(502)
Total expenses from continuing operations	**(7,237)**	**(7,620)**	**(7,846)**	**(8,077)**	**(8,315)**
Surplus/(deficit) from continuing operations	**(5,689)**	**(6,071)**	**(6,252)**	**(6,438)**	**(6,629)**

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	7,668	7,198	9,228	7,056
Surplus/(deficit) from operations including capital grants and contributions	**(5,689)**	**1,596**	**946**	**2,790**	**427**
Rates and annual charges and reserves					
Rates and annual charges	5,281	5,705	5,857	6,168	6,531
Transfer (to)/from reserves	409	367	395	270	98
Full time equivalent positions (FTE)	33.9	34.4			

Development assessment



Supporting CSP Goals:

G5 G19

Service information
Assessment of development applications, modifications and reviews of determinations as required under the Environmental Planning and Assessment Act to deliver a high standard of built form outcomes in a transparent and efficient manner. The Development Advisory Service is also provided to assist applicants in preparing and lodging applications and the provision of general planning advice to our community.

Responsible business unit
Development Assessment

Ongoing services and programs:

G5 Assess development applications and related applications, including coordinating internal and external specialist advice

G5 **G19** 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 Advisory Panel

G19 Manage the internal Development Determination Panel

Performance measures

Performance measures	Result 2022/23	Target 2023/24	Target 2024/25	Frequency
Average time to determine 90% of applications - development applications, modification applications and review applications (days)	61	< 75	< 75	Quarterly Annually
Outstanding development applications, modification applications and review applications older than 100 days	25%	≤ 20%	≤ 20%	Quarterly



Income and expenditure - Development assessment

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from continuing operations					
User charges and fees	3,688	3,895	4,012	4,132	4,256
Investment fees and revenues	-	-	-	-	-
Other revenues	-	-	-	-	-
Grants and contributions - operating purposes	-	-	-	-	-
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	**3,688**	**3,895**	**4,012**	**4,132**	**4,256**
Expenses from continuing operations					
Employee benefits and oncosts	(5,757)	(6,113)	(6,304)	(6,502)	(6,705)
Borrowing costs	-	-	-	-	-
Materials and services	(764)	(724)	(742)	(761)	(780)
Depreciation and amortisation	(87)	(82)	(85)	(88)	(90)
Other expenses	-	-	-	-	-
Internal charges	(191)	(190)	(194)	(199)	(204)
Overhead allocation	(681)	(703)	(720)	(738)	(757)
Total expenses from continuing operations	**(7,480)**	**(7,812)**	**(8,046)**	**(8,288)**	**(8,536)**
Surplus/(deficit) from continuing operations	**(3,791)**	**(3,917)**	**(4,035)**	**(4,156)**	**(4,279)**

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	**(3,791)**	**(3,917)**	**(4,035)**	**(4,156)**	**(4,279)**
Rates and annual charges and reserves					
Rates and annual charges	3,711	3,917	4,035	4,156	4,279
Transfer (to)/from reserves	80				
Full time equivalent positions (FTE)	47.6	47.6			

Environmental compliance



Supporting CSP Goals:

G1 G5 G8 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

Performance measures

Performance measures	Result 2022/23	Target 2023/24	Target 2024/25	Frequency
High-risk food premises are inspected annually	87%	100%	100%	Annually
Respond to critical and high-risk public safety and environmental concerns within 24 hours	-*	-*	100%	Quarterly Annually
Follow up outstanding Local Government Act and Environment Planning & Assessment Act notices and orders at 60 days	-*	-*	90%	Quarterly Annually
No. proactive companion animal patrols	45	-†	135	Annually
No. proactive animal education sessions	Nil	-*	4	Annually

* New measure, historical data not available and/or no target 2023/24
† previously a workload measure, no target 2023/24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Income and expenditure - Environmental compliance

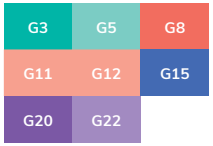
	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from continuing operations					
User charges and fees	2,468	2,526	2,602	2,680	2,761
Investment fees and revenues	-	-	-	-	-
Other revenues	8,735	7,675	7,675	7,675	7,675
Grants and contributions - operating purposes	-	-	-	-	-
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	**11,203**	**10,201**	**10,277**	**10,355**	**10,435**
Expenses from continuing operations					
Employee benefits and oncosts	(10,716)	(11,742)	(12,110)	(12,489)	(12,880)
Borrowing costs	-	-	-	-	-
Materials and services	(2,023)	(1,655)	(1,696)	(1,738)	(1,782)
Depreciation and amortisation	(169)	(172)	(178)	(183)	(186)
Other expenses	(2)	(2)	(2)	(2)	(2)
Internal charges	(762)	(739)	(758)	(777)	(796)
Overhead allocation	(1,130)	(1,165)	(1,194)	(1,224)	(1,255)
Total expenses from continuing operations	**(14,803)**	**(15,475)**	**(15,937)**	**(16,413)**	**(16,900)**
Surplus/(deficit) from continuing operations	**(3,600)**	**(5,273)**	**(5,660)**	**(6,058)**	**(6,465)**

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	**(3,600)**	**(5,273)**	**(5,660)**	**(6,058)**	**(6,465)**
Rates and annual charges and reserves					
Rates and annual charges	3,600	5,273	5,660	6,058	6,465
Full time equivalent positions (FTE)	99.4	99.6			

Parks and recreation



Supporting CSP Goals:



Service information

This service manages and maintains recreational open spaces including playgrounds, sportsfields, trails, 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
- Tree Canopy 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 maintain 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 G20 Develop strategies, policies and plans for sports, recreation and open space, including plans of management and master plans

Operational projects

CSP	Projects	2024/25	2025/26	2026/27	2027/28
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	Partner with the Department of Education to deliver community sports facilities at Forest High School *EM Parks and Recreation*		•		
G12	Develop Generic Parks and Sportsgrounds Plan of Management (including Crown Land) *EM Parks and Recreation*	•	•	•	
G12	Develop Governor Phillip Park Plan of Management *EM Parks and Recreation*	•	•		
G12	Develop Deep Creek Plan of Management *EM Parks and Recreation*	•	•		
G5 G12	Undertake an audit of public trees in priority areas and implement tree masterplans *EM Parks and Recreation*	•			
G5 G12	Implement a standard tree valuation methodology to guide decisions about the protection of trees *EM Parks and Recreation*	•			
G2 G12	Stabilisation of slope at Cheryl Crescent Reserve *EM Parks and Recreation*	•			
G3 G8 G12	Harmonisation of the Dog Control and Management Policies *EM Parks and Recreation*	•	•		

Capital - new

CSP	Projects	2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
	Foreshore and building improvements				
G12	Freshwater Beach masterplan implementation	1,525	-	-	-
G12	Manly Life Saving Club	4,050	6,300	-	-
G12	Clontarf masterplan implementation	-	550	1,500	-
	Playground improvements				
G12	Dee Why Beach (Michaela Howie) Playground Upgrade	206	-	-	-
G12	Parkes Reserve, Collaroy Plateau playground	-	-	150	-
G12	Outdoor Gyms - Dee Why and Manly Beach	330	-	-	-
	Recreational trails				
G12	Manly Dam boardwalk	1,500	-	-	-

Capital - new cont

CSP	Projects	2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
	Reserve and park improvements				
G12	Warriewood Valley - public space and recreation	220	3,623	-	-
G12	Reserve - new pathway and lighting program	-	-	300	300
G12	Frenchs Forest Precinct park upgrade	1,541	2,000	-	-
G12	Ivanhoe Park masterplan implementation	-	-	500	-
G12	Governor Phillip Reserve masterplan implementation	-	100	750	1,250
G12	North Narrabeen Reserve masterplan implementation	-	-	110	1,050
G12	Catherine Park, Scotland Island	-	-	300	200
	Sportsgrounds improvements				
G12	Sports club capital assistance program	100	100	100	100
G12	Warringah Recreation Centre, North Manly upgrades	2,203	3,700	-	-
G12	Seaforth bike park	500	-	-	-
G12	New basketball facilities	200	-	-	-
	Town centre and village upgrades				
G11 G15	Commercial centre upgrade program	-	1,000	1,000	1,000
Total new works - Parks and recreation		**12,376**	**17,373**	**4,710**	**3,900**

Capital - renewal

CSP	Projects	2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
	Foreshore and building improvements				
G12	Foreshores renewal program	538	1,810	2,130	1,601
G12	Rockpool renewal program	793	741	910	719
G12	Dinghy storage	40	40	40	40
G12	Tidal pools refurbishment	487	50	500	513
G12	Surf Life Saving Club minor renewal works	1,215	900	1,000	1,025
	Playground improvements				
G12	Playground renewal program	605	773	1,033	1,039
	Recreational trails				
G12	Recreational trails renewal program	453	180	420	489
	Reserves and parks improvements				
G12	Reserves renewal program	368	634	662	674
	Sportsgrounds improvements				
G12	Sportsfield renewal program	1,325	1,630	1,445	1,789
	Town centre and village upgrades				
G12	Commercial centre renewal	600	614	818	1,294
G11	Balgowlah commercial centre renewal	-	-	460	-
	Total renewal works - Parks and recreation	**6,425**	**7,371**	**9,418**	**9,183**

Performance measures

Performance measures	Result 2022/23	Target 2023/24	Target 2024/25	Frequency
Rockpools cleaned weekly during summer season and every two weeks outside of summer	97%	95%	95%	Quarterly Annually
Sportsfields mowed weekly in summer playing season and monthly in winter	98%	95%	95%	Quarterly Annually
Number of trees planted on public land per year	5,102	5,000	5,000	Annually
Availability of sportsfields out of school hours (playing hours/week)	4,579	4,800	4,600	Annually
Workload measures				**Frequency**
Number of preventative actions by professional lifeguards on patrolled beaches	57,613(Q) 230,452 (A)	-	-	Quarterly Annually

Q = Quarterly
A = Annually



Income and expenditure - Parks and recreation

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from continuing operations					
User charges and fees	2,465	2,631	2,710	2,791	2,875
Investment fees and revenues	-	-	-	-	-
Other revenues	560	618	634	650	666
Grants and contributions - operating purposes	662	148	152	156	160
Other income	3	3	3	3	3
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	**3,690**	**3,400**	**3,499**	**3,600**	**3,704**
Expenses from continuing operations					
Employee benefits and oncosts	(14,241)	(15,003)	(15,472)	(15,956)	(16,456)
Borrowing costs	-	-	-	-	-
Materials and services	(15,260)	(15,539)	(17,726)	(16,371)	(16,972)
Depreciation and amortisation	(7,387)	(8,071)	(8,307)	(8,562)	(8,688)
Other expenses	(256)	(259)	(266)	(273)	(279)
Internal charges	(1,649)	(1,446)	(1,482)	(1,519)	(1,557)
Overhead allocation	(3,999)	(4,130)	(4,233)	(4,339)	(4,447)
Total expenses from continuing operations	**(42,792)**	**(44,448)**	**(47,486)**	**(47,020)**	**(48,399)**
Surplus/(deficit) from continuing operations	**(39,102)**	**(41,047)**	**(43,988)**	**(43,420)**	**(44,696)**

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	12,674	5,616	7,029	-	-
Surplus/(deficit) from operations including capital grants and contributions	**(26,428)**	**(35,431)**	**(36,959)**	**(43,420)**	**(44,696)**
Rates and annual charges and reserves					
Rates and annual charges	38,936	40,697	41,988	43,420	44,696
Transfer (to)/from reserves	166	350	2,000	-	-
Full time equivalent positions (FTE)	144.7	146.1			

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



$ 19.77b

(GRP) Size of local economy (NIEIR 2022)



33,164

Local businesses (ABS 2022)



110,747

Local jobs (NIEIR 2022)



$1.06b

Roads and transport infrastructure managed



54%

Residents also work in the area (ABS)



>7,800

Subscribers to Beaches Biz News emails



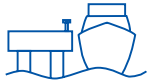
>470

Leases and licences over Council properties managed annually



845km

of local roads



37

Public wharves managed by Council – harbour and Pittwater



115

Public Wi-Fi access points supported



>7,200

Pay and display parking spaces managed



>83,000

public amenity cleaning services annually

(NIEIR) National Institute of Economic and Industry Research, (ABS) Australian Bureau of Statistics

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
- Destination Management Plan
- Events Strategy
- Guide to Events on the Northern Beaches
- Accessible Events Guidelines
- Community Engagement Framework
- Community Participation Plan.

Responsible business units
Community Engagement & Communications
Planning & Place
Capital Projects
Parks & Recreation

Ongoing services and programs

G9 Deliver webinars and workshops to support local businesses

G7 Deliver and support major community and civic events

G13 **G14** **G15** Enhance economic development and tourism initiatives and projects

G13 Support and promote local businesses and industry and sustainable business practices

G15 Enhance tourism through initiatives and projects

G15 Deliver an annual Placemaking Activation Grants Program

G15 Deliver an annual Events Grants and Sponsorship Program

G15 **G11** Provide place making projects, 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

Operational projects

CSP	Projects	2024/25	2025/26	2026/27	2027/28
G15	Embed the Shop Local campaign - 'Go Local to Grow Local' *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	2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
	Town and village centre activations				
G12	Manly laneways	-	-	650	120
G12	Avalon Place Plan implementation	1,100	-	-	-
Total new works - Economic development, events and engagement		**1,100**	**-**	**650**	**120**

Performance measures

Performance measures	Result 2022/23	Target 2023/24	Target 2024/25	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	313,816 av.	330,000	330,000	Quarterly
Decisions on all Council project engagements are communicated to the community within 30 days	100%	85%	85%	Quarterly Annually
Satisfaction with Council's key community events	91%	80%	80%	Annually
Satisfaction with Council's business events	N/A*	80%	80%	Annually

* Council contributed to NSW Small Business Month, which was a joint annual program. While a post-event survey was conducted, separate results for Council's contribution was unable to be provided.

Income and expenditure - Economic development, events and engagement

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from continuing operations					
User charges and fees	121	133	137	141	146
Investment fees and revenues	-	-	-	-	-
Other revenues	626	852	874	896	918
Grants and contributions - operating purposes	-	-	-	-	-
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	**747**	**986**	**1,011**	**1,037**	**1,064**
Expenses from continuing operations					
Employee benefits and oncosts	(6,758)	(7,343)	(7,573)	(7,810)	(8,054)
Borrowing costs	-	-	-	-	-
Materials and services	(3,404)	(3,563)	(3,652)	(3,744)	(3,837)
Depreciation and amortisation	(73)	(75)	(77)	(79)	(81)
Other expenses	(462)	(237)	(243)	(249)	(255)
Internal charges	(207)	(234)	(240)	(246)	(252)
Overhead allocation	(1,137)	(1,171)	(1,200)	(1,230)	(1,261)
Total expenses from continuing operations	**(12,040)**	**(12,622)**	**(12,985)**	**(13,358)**	**(13,740)**
Surplus/(deficit) from continuing operations	**(11,293)**	**(11,637)**	**(11,974)**	**(12,321)**	**(12,677)**

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	**(11,293)**	**(11,637)**	**(11,974)**	**(12,321)**	**(12,677)**
Rates and annual charges and reserves					
Rates and annual charges	11,293	11,637	11,974	12,321	12,677
Full time equivalent positions (FTE)	51.6	52.3			

Transport, traffic and active travel



Supporting CSP Goals:

G8 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, pedestrian bridges, causeways, retaining walls, pedestrian crossings, roundabouts and bike paths. The service also manages 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 endorsed by Council:

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

Responsible business units

Transport and Civil Infrastructure
Parks and Recreation
Capital Projects
Property

Ongoing services and programs

G16 Plan and deliver road-related infrastructure projects on local roads

G16 Maintain and renew road-related infrastructure projects 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 **G17** 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

Operational

CSP	Projects	2024/25	2025/26	2026/27	2027/28
G16 **G17** **G22**	Develop a Parking Plan to support the Transport Strategy *EM Transport and Civil Infrastructure*	•			
G16 **G17** **G22**	Develop a Public Transport Plan to support the Transport Strategy *EM Transport and Civil Infrastructure*		•		
G16 **G17** **G22**	Develop a Freight Plan to support the Transport Strategy *EM Transport and Civil Infrastructure*		•		
G17	Plan and deliver parking and technology infrastructure across the area *EM Transport and Civil Infrastructure*	•	•	•	•
G16 **G17**	*Undertake a review of the community transport 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 St Ives* *EM Transport and Civil Infrastructure*	•			
G22	*Deliver digital parking permits across the Local Government Area* *EM Transport and Civil Infrastructure*	•	•	•	



Capital - new

CSP	Projects	2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
	Active travel – cycleways and footpaths				
G16	New footpaths	1,500	1,500	1,500	1,500
G16	Connecting Communities - footpaths programs	900	-	-	-
G16	Connecting Communities - cycleways program	2,650	2,500	-	-
G16	Shared path from B-Line stop to Boondah Road	164	-	-	-
G16 G17	Queenscliff Headland access ramp	900	-	-	-
G16 G17	Pedestrian and cyclist bridge Pittwater Road, Queenscliff	2,990	-	-	-
	Car parks and parking stations				
G16 G17	Smart parking infrastructure	250	-	-	-

CSP	Projects	2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
	Road and related infrastructure upgrades				
G17	New traffic facilities	3,600	1,000	1,000	1,000
G17	Scotland Island roads and drainage improvements	1,157	941	164	168
G17	Warriewood Valley – traffic and transport infrastructure	1,126	5,014	1,417	203
G17	Church Point - New infrastructure	863	-	-	-
G17	Kerb and gutter new works	300	200	200	-
G8 G17	Safer schools infrastructure	600	-	-	-
	Wharf upgrades				
G17	Church Point commuter wharf expansion	310	-	-	-
Total new works - Transport, traffic and active travel		**17,310**	**11,154**	**4,282**	**2,871**

Capital - renewal

CSP	Projects	2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
	Active travel – cycleways and footpaths				
G16	Footpath renewal works	1,251	1,281	1,459	1,496
	Car parks and parking stations				
G16	Car park renewal works	286	390	832	853
G16	Multi storey car park renewal works	-	100	100	100
	Plant and fleet				
G16	Major plant renewal	3,281	4,147	4,020	1,175
G16	Light fleet renewal	3,595	4,439	4,689	6,443
	Road and related infrastructure upgrades				
G16	Bus stop renewal works	94	-	112	115
G16	Kerb and gutter renewal works	1,101	1,203	1,756	1,800
G16	Retaining wall renewal works	1,114	1,057	1,107	663
G16	Road resheeting program	7,095	7,797	9,034	9,260
G16	Bridge renewal works	818	1,022	80	-
	Wharf upgrades				
G16	Wharves works program	2,207	1,290	162	700
Total renewal works - Transport, traffic and active travel		**20,843**	**22,726**	**23,350**	**22,604**

Performance measures

Performance measures	Result 2022/23	Target 2023/24	Target 2024/25	Frequency
Number of community road safety events/sessions held	7 (Q1) 4 (Q2) 9 (Q3) 10 (Q4) 30 (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)	9,100	6,600	4,800	Annually
Length of active travel asset renewals completed (m) - footpaths, shared paths and bike paths	2,100	2,300	2,300	Annually
Growth in active travel network - new works (m) - footpaths, shared paths and bike paths	9,300	8,700	8,700	Annually

A = Annually, Q = Quarterly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Income and expenditure - Transport, traffic and active travel

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from continuing operations					
User charges and fees	18,418	19,241	19,357	19,276	19,392
Investment fees and revenues	-	-	-	-	-
Other revenues	991	987	1,012	1,037	1,063
Grants and contributions - operating purposes	12,661	6,957	5,000	5,293	5,563
Other income	10	10	10	11	11
Gains on disposal of assets	395	392	595	622	433
Total income from continuing operations	**32,475**	**27,587**	**25,973**	**26,238**	**26,461**
Expenses from continuing operations					
Employee benefits and oncosts	(13,664)	(14,408)	(14,859)	(15,324)	(15,804)
Borrowing costs	-	-	-	-	-
Materials and services	(23,836)	(18,885)	(17,195)	(17,814)	(18,439)
Depreciation and amortisation	(16,786)	(17,976)	(18,514)	(19,092)	(19,378)
Other expenses	-	-	-	-	-
Internal charges	8,632	8,666	8,883	9,105	9,332
Overhead allocation	(3,813)	(3,937)	(4,035)	(4,136)	(4,239)
Total expenses from continuing operations	**(49,466)**	**(46,540)**	**(45,720)**	**(47,262)**	**(48,528)**
Surplus/(deficit) from continuing operations	**(16,992)**	**(18,953)**	**(19,747)**	**(21,024)**	**(22,067)**

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	11,400	13,318	5,157	1,877	1,877
Surplus/(deficit) from continuing operations including capital grants and contributions	**(5,591)**	**(5,635)**	**(14,590)**	**(19,147)**	**(20,189)**
Rates and annual charges and reserves					
Rates and annual charges	16,822	18,751	19,747	21,024	22,067
Transfer (to)/from reserves	170	202	-	-	-
Full time equivalent positions (FTE)	125.4	126.7			

Property and facilities



Supporting CSP Goals:

G2	G3	G5
G6	G8	G9
G11	G12	G15
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. The service also manages leases and licences of public land including outdoor dining.

This service is 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 **G12** Manage facilities within villages and town centres, including public facilities, surf life saving club buildings, community centres and public amenities

G12 **G22** Plan, design and deliver new Council buildings and community facilities

G11 **G12** Maintain, operate, and clean Council buildings and public amenities

G15 Oversee Sydney Lakeside Holiday Park and Currawong holiday accommodation

G11 **G15** Manage and monitor outdoor dining

G19 Manage leases and licences of Council property

G19 Manage and maintain cemeteries

G19 Manage Council land register

Operational projects

CSP	Projects	2024/25	2025/26	2026/27	2027/28
G11	Continue to improve the provision and cleanliness of public amenities *EM Property*	•	•	•	•

Capital - new

CSP	Projects	2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
	Emergency buildings program				
G2 G8	Terrey Hills Emergency Services Headquarters	138	-	-	-
	Public amenities improvements				
G9 G12	West Esplanade, Manly accessible amenity	286	-	-	-
G12	Freshwater Beach amenities	1,050	-	-	-
Total new works - Active travel – Property and facilities		**1,474**	**-**	**-**	**-**

Capital - renewal

CSP	Projects	2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
	Aquatic centre improvements				
G12	Warringah Aquatic Centre renewal works	-	171	175	180
G12	Manly Aquatic Centre renewal works	-	216	221	226
	Cemetery works				
G20	Mona Vale Cemetery works program	350	150	150	150
	Civic building and compliance works				
G5 G6	Operational buildings works program	500	500	550	564
G5 G12	Sport buildings works program	1,300	1,325	1,390	1,424
G5 G12	Beach buildings works program	-	307	284	291
G5 G9	Disability access compliance works (DDA)	-	215	250	255
G5 G9 G12	Building Code of Australia compliance works (BCA)	-	254	254	261
G5 G12 G15	Sydney Lakeside Holiday Park, North Narrabeen renewal works	-	200	200	205
G5 G12 G15	Pittwater Golf Driving Range, Warriewood renewal works	100	50	50	51
G5 G6	Cromer Depot improvement plan works	150	150	150	-
	Emergency buildings program				
G2 G8	Emergency buildings works program	-	150	150	154
G2 G3 G8	Terrey Hills Rural Fire Station	368	-	-	-
	Public amenities improvements				
G8 G12	Public amenities works program	499	1,087	1,219	1,250
Total renewal works - Property and facilities		**3,267**	**4,774**	**5,043**	**5,010**

Performance measures

Performance measures	Result 2022/23	Target 2023/24	Target 2024/25	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)	200,240 (Q1) 226,021 (Q2) 284,606 (Q3) 185,548 (Q4) 896,415 (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)	129,469	90,400	90,400	Annually

A = Annually, Q = Quarterly



Income and expenditure - Property and facilities

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from continuing operations					
User charges and fees	20,700	22,540	23,125	23,818	24,533
Investment fees and revenues	-	-	-	-	-
Other revenues	4,196	4,727	4,827	4,937	5,049
Grants and contributions - operating purposes	-	-	-	-	-
Other income	9,560	9,899	10,147	10,400	10,660
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	**34,456**	**37,166**	**38,098**	**39,155**	**40,242**
Expenses from continuing operations					
Employee benefits and oncosts	(13,174)	(14,486)	(14,940)	(15,407)	(15,890)
Borrowing costs	-	-	-	-	-
Materials and services	(23,077)	(24,897)	(25,660)	(26,494)	(27,338)
Depreciation and amortisation	(8,578)	(8,904)	(9,179)	(9,474)	(9,620)
Other expenses	(246)	(262)	(268)	(275)	(282)
Internal charges	(353)	(374)	(383)	(393)	(402)
Overhead allocation	(4,941)	(5,102)	(5,230)	(5,360)	(5,494)
Total expenses from continuing operations	**(50,370)**	**(54,025)**	**(55,659)**	**(57,403)**	**(59,026)**
Surplus/(deficit) from continuing operations	**(15,913)**	**(16,859)**	**(17,561)**	**(18,248)**	**(18,784)**

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	139	506	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	**(15,774)**	**(16,353)**	**(17,561)**	**(18,248)**	**(18,784)**
Rates and annual charges and reserves					
Rates and annual charges	16,044	16,508	17,328	18,033	18,577
Transfer (to)/from reserves	(130)	350	233	215	207
Full time equivalent positions (FTE)	96.3	94.7			

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



15
Local Councillors



>22,000
On the community engagement register



>199,000
Visits to Yoursay



7
People on the Audit and Risk Committee



>104,000
Customer requests received annually



3
Budget reviews annually



4
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



91%
Of correspondence replied to within 10 days



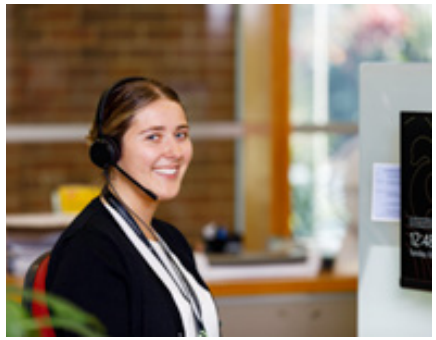
73
Major contracts over $150,000 managed each year



145
Government Information (Public access) Act applications annually

100

Customer service



Supporting CSP Goals:

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

Responsible business unit
Customer Service

Ongoing services and programs

G20 Develop a customer-centric culture across the organisation

G20 Provide customer service centres at Dee Why, Manly and Mona Vale

G20 Manage the customer relationship management system

G20 Provide frontline complaints resolution and referrals

Operational projects

CSP	Projects	2024/25	2025/26	2026/27	2027/28
G20	Develop and implement a consistent feedback approach across all customer contact channels *EM Customer Service*	•	•	•	•
G20	Improve and review the customer portal to enhance accessibility *EM Customer Service*	•	•	•	•
G20	Develop a new Customer Experience Strategy *EM Customer Service*	•			

Performance measures

Performance measures	Result 2022/23	Target 2023/24	Target 2024/25	Frequency
Customer requests conducted online	37% av.	30%	30%	Quarterly
Calls answered within 30 seconds	85% av.	80%	80%	Quarterly
Telephone enquiries resolved on first call	82%	75%	75%	Annually
Satisfaction with customer service calls	92%	85%	85%	Annually
Satisfaction with customer online requests (on lodgement)	87%	80%	80%	Annually
Workload measures				**Frequency**
No. calls to Customer Service 1300 434 434	35,096 av.	-	-	Quarterly
No. enquiries received at counters and by mail, email and online requests	19,364 av.	-	-	Quarterly



Income and expenditure - Customer service

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from continuing operations					
User charges and fees	-	-	-	-	-
Investment fees and revenues	-	-	-	-	-
Other revenues	-	-	-	-	-
Grants and contributions - operating purposes	-	-	-	-	-
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	**-**	-	-	-	-
Expenses from continuing operations					
Employee benefits and oncosts	(4,229)	(4,630)	(4,775)	(4,924)	(5,079)
Borrowing costs	-	-	-	-	-
Materials and services	(217)	(219)	(225)	(230)	(236)
Depreciation and amortisation	(69)	(71)	(73)	(76)	(77)
Other expenses	-	-	-	-	-
Internal charges	783	809	829	850	871
Overhead allocation	(611)	(630)	(645)	(661)	(678)
Total expenses from continuing operations	**(4,343)**	**(4,741)**	**(4,889)**	**(5,042)**	**(5,198)**
Surplus/(deficit) from continuing operations	**(4,343)**	**(4,741)**	**(4,889)**	**(5,042)**	**(5,198)**

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	**(4,343)**	**(4,741)**	**(4,889)**	**(5,042)**	**(5,198)**
Rates and annual charges and reserves					
Rates and annual charges	4,343	4,741	4,889	5,042	5,198
Full time equivalent positions (FTE)	41.1	40.0			

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 and supports the Audit, Risk and Improvement Committee. The service also delivers the internal audit program and manages complaints about staff behaviour and Council processes. This service is responsible for implementing Council's governance frameworks and internal audit plans.

Responsible business units

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

Ongoing services and programs

G19 Oversee corporate governance, Council meetings and reports and administrative support to Councillors

G19 Maintain registers on delegations, policies, disclosures of interest and community committees

G19 Manage enterprise risk management and compliance program

G19 Manage business continuity planning

G19 Provide corporate legal services

G19 Provide internal audit services

G19 **G20** Manage complaints and investigations

G19 **G20** Provide organisational code of conduct training

G19 Provide secretariat services to the Audit, Risk and Improvement Committee and

G19 Provide probity and corruption risk management advice assistance to staff

G19 Manage insurance claims management and insurance program

Operational projects

CSP	Projects	2024/25	2025/26	2026/27	2027/28
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 2022/23	Target 2023/24	Target 2024/25	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%	Annually
Internal audits undertaken in line with Strategic Internal Audit Plan	95%	80%	100%	Annually
Compliance with Governance Framework to meet governance statutory requirements	100%	100%	100%	Annually
Workload measures				**Frequency**
Number of complaints	261	-	-	Annually
Number of compliments	148	-	-	Annually



Income and expenditure - Governance and assurance services

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from continuing operations					
User charges and fees	-	-	-	-	-
Investment fees and revenues	-	-	-	-	-
Other revenues	-	-	-	-	-
Grants and contributions - operating purposes	-	-	-	-	-
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	**-**	**-**	**-**	**-**	**-**
Expenses from continuing operations					
Employee benefits and oncosts	(3,718)	(3,905)	(4,027)	(4,153)	(4,283)
Borrowing costs	-	-	-	-	-
Materials and services	(7,274)	(9,334)	(7,793)	(7,988)	(8,187)
Depreciation and amortisation	(28)	(18)	(19)	(20)	(20)
Other expenses	-	-	-	-	-
Internal charges	30	17	18	18	18
Overhead allocation	(1,069)	(1,098)	(1,126)	(1,154)	(1,183)
Total expenses from continuing operations	**(12,059)**	**(14,339)**	**(12,948)**	**(13,297)**	**(13,656)**
Surplus/(deficit) from continuing operations	**(12,059)**	**(14,339)**	**(12,948)**	**(13,297)**	**(13,656)**

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	**(12,059)**	**(14,339)**	**(12,948)**	**(13,297)**	**(13,656)**
Rates and annual charges and reserves					
Rates and annual charges	12,059	14,339	12,948	13,297	13,656
Full time equivalent positions (FTE)	23.2	23.3			

Corporate support services



Supporting CSP Goals:

G5	G18	G19
G20	G21	G22

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 all digital, information and communication technology required to run the Council. This service is also responsible for leading the implementation of the following strategies and plans, endorsed by Council:

- Community Strategic Plan
- Resourcing Strategy
- Workforce Management Strategy
- Long-Term Financial Plan
- Asset Management Strategy
- Asset Management Plan
- Delivery Program and Operational Plan
- Privacy Management Plan.

Responsible business units

Finance
Financial Planning and Systems
Capital Projects
Human Resources
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 **G19** Embed the capital projects management framework

G19 Manage, finance accounting and transactional processing, business support, levying and collection of rates and charges

G19 Manage procurement and contract services

G19 **G21** Deliver corporate planning and reporting for short to medium term plans, and long-term strategies

G20 Implement programs on business excellence and continuous improvement

G19 **G20** Manage a program of service reviews

G19 **G20** Manage human resources and workforce planning, culture, wellbeing and safety

G20 Provide all digital, information and communications technology

G20 Provide a work, health and safety management system

G20 Manage information, correspondence, records and printing services

G22 Administer grants that are secured by Council

Operational projects

CSP	Projects	2024/25	2025/26	2026/27	2027/28
G20	Deliver Core Operating System Modernisation & Optimisation *Chief Information Officer*	•	•	•	
G20	Undertake a service review of Traffic and Transport *EM Transport and Civil Infrastructure*	•			
G20	Undertake a service review of Marketing and Communications *EM Community Engagement and Communications*	•			
G20	Undertake a service review on the maintenance of open space *EM Parks and Reserves*	•			
G20	Undertake a service review of the Community Engagement service *EM Community Engagement and Communications*	•			
G19	Report on the progress of implementing the Community Strategic Plan - State of our Region report *EM Strategy and Performance*	•			•
G19	Revise the Community Strategic Plan *EM Strategy and Performance*	•			•

	Projects	2024/25	2025/26	2026/27	2027/28
G20	Review the Workforce Management Strategy *EM Human Resources*	•			•
G20	Review the Long-Term Financial Plan and options to maintain financial sustainability, such as a special rate variation. *EM Financial Planning and Systems*	•	•	•	•
G19	Review the Asset Management Strategy, Policy and Plan *Director Environment and Sustainability*	•			•
G19	Build and develop future organisational workforce capabilities *EM Human Resources*	•	•		
G19	Develop a 4-year Delivery Program with the newly elected Council *EM Strategy and Performance*	•			

Capital - renewal

CSP	Projects	2024/25 $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
	IT improvements				
G20	IT infrastructure and devices – replacements	2,210	2,608	2,500	2,563
Total renewal works - Corporate support		**2,210**	**2,608**	**2,500**	**2,563**

Performance measures

Performance measures	Result 2022/23	Target 2023/24	Target 2024/25	Frequency
Correspondence replied to within 10 working days	91% (A)	90%	90%	Quarterly Annually
Operational projects on schedule	95% (A)	80%	80%	Quarterly Annually
Capital projects on schedule	81% (A)	80%	80%	Quarterly Annually
Quarterly, Annual and Statutory Reports submitted to Council on time	100%	100%	100%	Quarterly Annually
Voluntary staff turnover rate	17%	< 13%	< 13%	Annually
Financial performance				
Operating performance	4.46%	> 0%	> 0%	Annually
Unrestricted current ratio	1.92x	> 1.5x	> 1.5x	Annually
Own source operating revenue	84.60%	> 60%	> 60%	Annually
Debt service cover ratio	7.65x	> 2x	> 2x	Annually
Rates and annual charges outstanding	3.57%	< 5%	< 5%	Annually
Cash expenses cover ratio (months)	6.13mths	> 3mths	> 3mths	Annually
Building and infrastructure renewal ratio	130.77%	> 100%	> 100%	Annually
Workload measures				**Frequency**
No. service review actions implemented	66	-	-	Quarterly Annually

A = Annually

Income and expenditure - Corporate support services

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from continuing operations					
User charges and fees	453	480	494	509	525
Investment fees and revenues	8,966	10,414	6,539	6,290	6,321
Other revenues	721	853	1,119	1,216	1,170
Grants and contributions - operating purposes	6,238	6,773	6,773	6,773	6,773
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	**16,377**	**18,519**	**14,926**	**14,789**	**14,788**
Expenses from continuing operations					
Employee benefits and oncosts	(26,885)	(31,265)	(32,176)	(31,620)	(30,872)
Borrowing costs	(724)	(516)	(943)	(829)	(858)
Materials and services	(23,026)	(26,928)	(28,253)	(22,574)	(19,033)
Depreciation and amortisation	(629)	(657)	(678)	(859)	(982)
Other expenses	(9)	(9)	(9)	(9)	(10)
Internal charges	699	766	786	805	825
Overhead allocation	25,692	26,514	27,177	27,856	28,552
Total expenses from continuing operations	**(24,883)**	**(32,095)**	**(34,097)**	**(27,231)**	**(22,377)**
Surplus/(deficit) from continuing operations	**(8,506)**	**(13,576)**	**(19,171)**	**(12,442)**	**(7,589)**

	Original 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	6,342	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	**(2,164)**	**(13,576)**	**(19,171)**	**(12,442)**	**(7,589)**
Rates and annual charges and reserves					
Rates and annual charges	9,192	7,817	9,687	8,754	8,023
Transfer (to)/from reserves	(6,437)	(8,094)	5,878	1,717	(1,331)
Full time equivalent positions (FTE)	194.4	209.1			



Budget 2024/25

Delivery Program 2024 - 2028


LYNXX

Overview

In June 2023 Council adopted its Long-Term Financial Plan which outlined challenges impacting Council's ability to generate sufficient funds to provide the levels of service and infrastructure agreed with the community into the future.

Prior to the COVID-19 pandemic, Council was in a robust and financially sustainable position, with merger savings exceeding the state government's estimates. This enabled Council to invest in services and community infrastructure while paying down the debts of the former councils.

Since this time Council has been impacted by significant events that required reprioritisation of funds ($41 million cost), six natural disasters ($14 million cost) and an increase in the Emergency Services Levy ($3.1 million per year). At the same time inflation increased by 16.8% over the last three years – more than double the 7.2% increase in rates income [1].

Councils across the state are experiencing similar issues and this has led to both the federal and state governments announcing inquiries into financial sustainability issues impacting local government. This includes exploring the impact of the rate peg, cost shifting from other levels of government and changing infrastructure and service delivery obligations.

Council's 2024/25 budget projects a total expenditure of $526 million, including a capital works program of $101 million.

The budget includes $40 million in asset renewal expenditure to improve the overall condition of our assets and a further $61 million to deliver high priority new assets to the community.

The budget forecasts an operating deficit before capital grants and contributions of $5.8 million, which includes a $12.1 million investment in replacing Council's core enterprise systems. A further $2.1 million in loans will be repaid and a new $10.45 million loan will part-fund the Warriewood Community Centre project.

While the budget is balanced, Council in not anticipated to meet the Office of Local Government's financial and asset performance benchmarks due to the deficit operating result and depreciation outpacing expenditure on renewing assets.

The Long-Term Financial Plan explores options to strengthen working capital and provide capacity to address the unfunded asset renewal and maintenance requirements of the Asset Management Plan.

[1] 3 year period from July 2020 to 30 June 2023

Definition of funding sources

- Rates and annual charges: rates are a property-based tax levied on the owners of properties to fund local services. Annual charges recover the cost of providing the domestic waste collection service from 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 and childcare.
- Other revenue: includes rebates, merchandise, events, food and beverage sales, 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.

- 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.

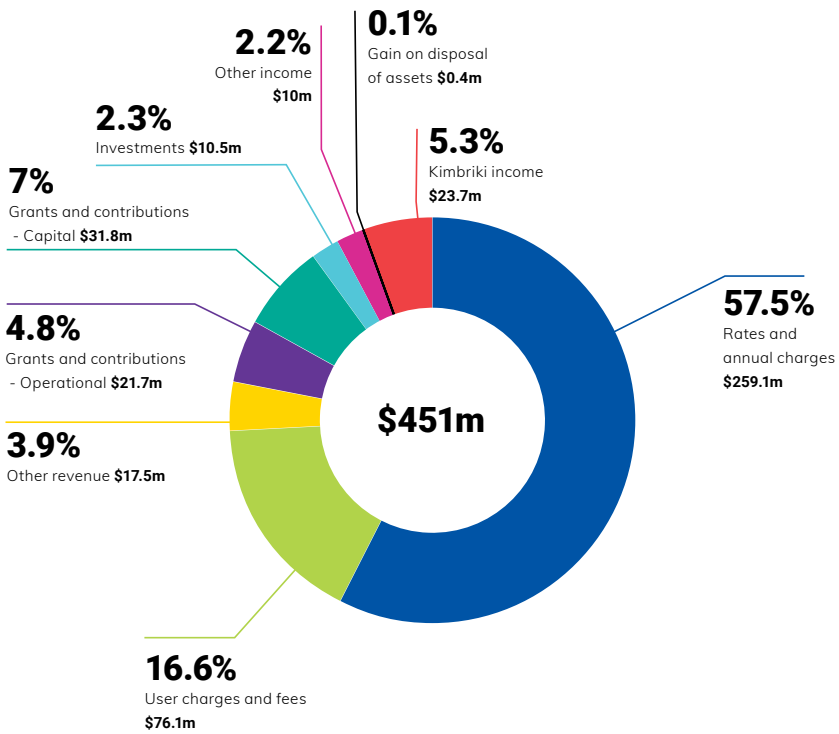
Income statement budget 2024/25

Budget 2024/25	$'000
Income from continuing operations	
Rates and annual charges	259,094
User charges and fees	101,855
Other revenue	20,684
Grants and contributions - Operating purposes	21,740
Grants and contributions - Capital purposes	31,783
Interest and investment income	8,411
Other income	6,785
Gain / (loss) on disposal of assets	392
Total income from continuing operations	**450,744**

Budget 2024/25	$'000
Expenses from continuing operations	
Employee benefits and oncosts	170,968
Materials and services	177,082
Borrowing costs	2,436
Depreciation and amortisation	52,149
Other expenses	22,100
Total expenses from continuing operations	**424,735**
Net operating result for the year - Surplus / (Deficit)	**26,008**
Net operating result attributable to non-controlling interests	**133**
Net operating result for the year before grants and contributions provided for capital purposes - Surplus / (Deficit)	**(5,775)**

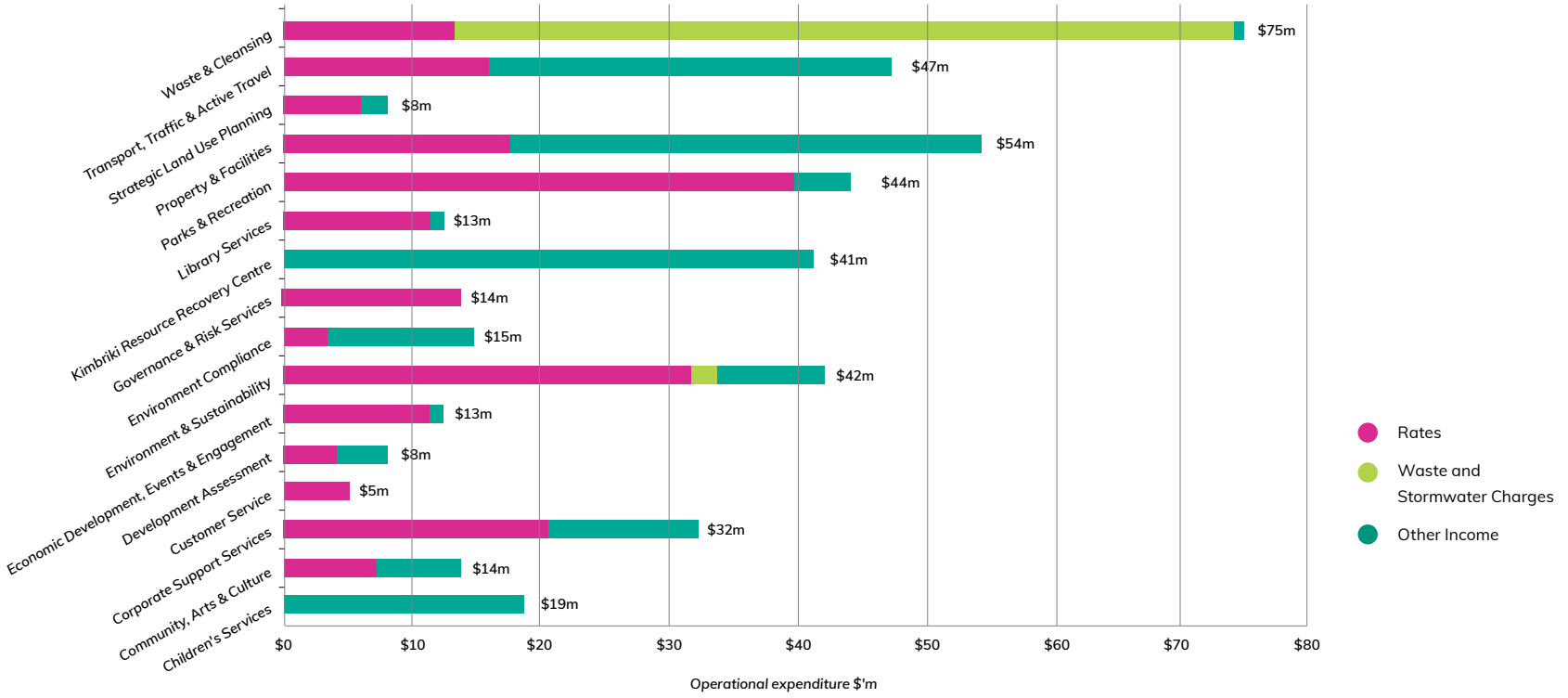


Funding summary

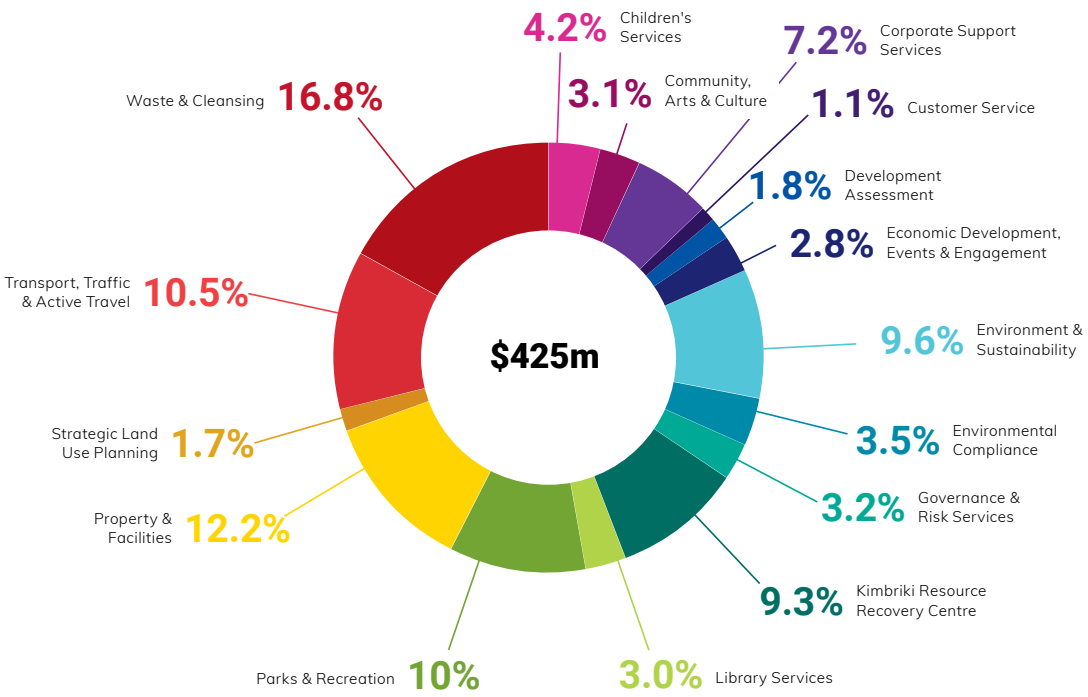


Numbers presented may not sum precisely to the totals and percentages may not precisely reflect the absolute figures due to rounding

Funding summary by service 2024/25



Operational expenditure by service 2024/25



Statement of revenue policy

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 2024/25 may be increased by a maximum of 4.9%.

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

Rates for 2024/25 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.


Bags to Riches
Travelling flea market
Sat 14 Sept
9am - 1pm
Bag a bargain, second hand shopping
Live music

Rating structure 2024/25

Type	Category/subcategory	Number	Ad valorem rate $*	Minimum $	Rate income $'000
Ordinary	Residential	96,138	0.103996	1,099.78	163,315
Ordinary	Business	6,539	0.352934	1,431.96	26,774
Ordinary	Business – Manly CBD	641	0.562494	1,431.96	4,344
Ordinary	Business – Warriewood Square	1	0.575909	-	138
Ordinary	Business – Warringah Mall	1	1.083318	-	975
Ordinary	Business – strata storage unit facility	580	0.352934	684.41	397
Ordinary	Farmland	7	0.040176	1,058.83	17
	Total ordinary	**103,907**			**195,960**
Special	Manly business centre improvement	641	0.193355	-	1,437
Special	Balgowlah business centre improvement	83	0.105206	-	97
	Total special	**724**			**1,534**
	Total rates				**197,494**

* Ad valorem rate – 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 2024, 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.

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

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.

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



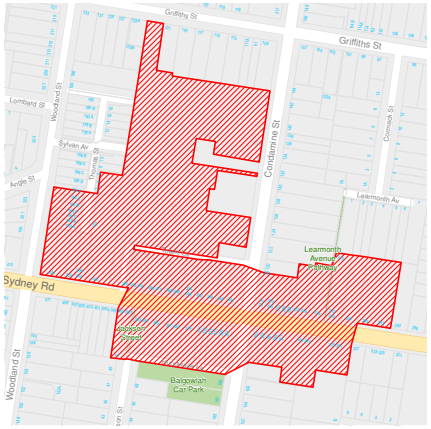
Manly Business Centre improvement works 2024/25	**$'000**
Maintenance and cleansing	
Mowing and vegetation and streetscape maintenance – The Corso and reserves	123
Cleansing including high pressure paver washing, cleaning of street furniture, litter bins and beach raking and cleaning	425
Tourism and business support	
Manly Visitor Information Centre, Manly Mainstreet Place and Tourism Management	350
Events and marketing	
Manly Christmas decorations	75
Major Manly events	101
Activations and workshops	52
Digital marketing, targeted advertising, trade shows, way finding signage	109
Town centre improvements	
Town centre improvements	125
Total	**1,360**
Projected opening balance of reserve	**389**
Special rate income	1,437
Expenditure (above)	(1,360)
Projected closing balance of reserve	**466**

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 $96,742 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 2024/25	**$'000**
No projects are planned in 2024/25	-
Total	**-**
Projected opening balance of reserve	298
Special rate income	97
Expenditure (above)	-
Projected closing balance of reserve	395



Special rate variation:
Pittwater environmental infrastructure levy

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 2024/25	**$'000**
Mona Vale Library	140
Total	**140**
Projected opening balance of reserve	140
Expenditure (above)	140
Projected closing balance of reserve	-

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)	97,678	$586.00	57,240
Availability charge	1,349	$117.00	158
Additional 80L red lid rubbish service	12,217	$326.00	3,983
First additional 140L blue lid recycling service	3,616	$36.00	130
Subsequent additional 140L blue lid recycling service	157	$122.00	19
First additional 140L yellow lid recycling service	3,616	$36.00	130
Subsequent additional 140L yellow lid recycling service	157	$122.00	19
Third or fourth green vegetation lid service	3,616	$36.00	130
Clean up excessive or incorrectly presented waste	$223.60 per hour + cost recovery on landfill disposal charges		
Clean up contaminated or excessive booked bulky goods collection in excess of the permitted 3 cubic metres	$86.00 per excess cubic metre		
Empty contaminated bin	$35.40 per bin		
		Total domestic waste charge income $'000	**61,809**
		Cost of domestic waste service $'000	**(60,310)**
		Allocation to reserve $'000	**1,499**

Stormwater Management Services Charge

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	**2,208**

The proposed expenditure in 2024/25 for this program is:

Stormwater Management Services Charge Program 2024/25	**$'000**
Capital expenditure:	2,055
Network improvements	
Investigations, assessments, planning and design Kerb and gutter drainage improvements	
Water quality	
Freshwater Beach Water Sensitive Urban Design Dee Why Beach gross pollutant trap upgrade	
Stormwater upgrade	
Moore Road, Freshwater system amplification Northcott Road, Cromer drainage improvement Mona Vale Beach outlet drainage improvement 5 Berrinda Place, Frenchs Forest system amplification	
Flood mitigation	
Battle Boulevard, Seaforth catchment analysis North Harbour catchment investigation	
Collaroy-Narrabeen coastal protection works	
Operational expenditure:	**256**
Ongoing maintenance of new assets constructed	
Total	**2,311**

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 $71.60 for waste management and $150 on rates are 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.

The amount of the charge is determined following an independent auditor's review of the annual assessment of mains for the previous year ended 31 December carried out on behalf of the Local Government and Shires Association of NSW.

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 2024/25 year by the NSW Government. This will be in accordance with Section 566 of the *Local Government Act 1993*, but has not yet been announced by the Minister for Local Government. For the 2023/24 year the Minister set a maximum interest rate of 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, such as 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 methodology 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

External borrowing is proposed in 2024/25 to part fund the construction of the Warriewood Community Centre.

External loan 2024/25	$'000
Warriewood Valley Community Centre	10,450

Refinancing of an existing loan which has an initial 10-year term will also be undertaken. The residual at maturity of the initial term was based on repayments over a term of 20 years. The refinancing of this loan is consistent with the loan documentation and planning undertaken at its initiation and was endorsed by Council at their meeting on 27 June 2023.

Refinance external loan 2024/25	$'000
Former Manly Council Loan CBA 48	2,400

An internal loan from the Mona Vale Cemetery Internal Cash Reserve was endorsed by Council at their meeting on 27 June 2023 to part fund the Enterprise Resource Planning system replacement. The loan will be repaid to this internally restricted reserve over 10 years with the equivalent interest the funds would have earned over the same period:

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

Community grants

The Council partners with the community and businesses to deliver projects and programs that build the social, cultural, environmental, and economic life of the Northern Beaches and further the achievement of the outcomes and vision of Northern Beaches Community Strategic Plan. Financial assistance is provided through grants and subsidies under s356 of the Local Government Act 1993.

The proposed expenditure on financial assistance in the 2024/25 financial year is:

Community Grants 2024/25	$
Community development grants	120,000
Community library grants	128,713
Community social services financial assistance	269,440
Surf lifesaving subsidies	259,474
Arts and creativity grants	110,000
Eco-Schools grants	10,000
Environmental grants	50,000
Community event grants and sponsorship	200,000
Placemaking grants	20,000
Local Heritage Fund grants	12,500
Sport and recreation youth and infrastructure grants	13,149
Sports club capital assistance program	100,000
Charitable or not-for-profit community organisations waste disposal at Kimbriki	16,000
Collaroy-Narrabeen coastal protection works on private land	600,000
Total	**1,909,276**

Resources are also available on the Council's website to help organisations and community groups seeking and applying for grants funding.

Income Statement

	Result 2021/22 $'000	Result 2022/23 $'000	Forecast 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Income from continuing operations							
Rates and annual charges	225,941	234,424	246,515	259,094	269,104	277,012	285,004
User charges and fees	79,722	91,876	97,807	101,855	104,159	106,420	108,943
Other revenues	22,343	20,086	19,184	20,684	20,986	21,301	21,623
Grants and contributions provided for operating purposes	27,165	31,496	25,785	21,740	20,190	19,631	20,894
Grants and contributions provided for capital purposes	43,952	33,917	29,923	31,783	22,598	12,775	10,969
Interest and investment revenue	1,238	7,085	9,996	8,411	4,368	4,072	4,114
Other Income	6,736	6,392	6,445	6,785	6,949	7,123	7,301
Net gain from the disposal of assets	960	167	402	392	595	622	433
Total income from continuing operations	**408,057**	**425,443**	**436,057**	**450,744**	**448,949**	**448,956**	**459,280**
Expenses from continuing operations							
Employee benefits and on-costs	134,560	146,153	158,161	170,968	176,187	180,105	183,969
Materials and services	142,766	157,273	170,923	177,082	182,706	178,534	180,792
Borrowing costs	2,624	2,738	2,656	2,436	2,942	2,879	2,955
Depreciation, amortisation and impairment for non-financial assets	45,508	46,821	49,374	52,149	53,854	56,235	56,099
Other expenses	20,969	20,765	22,927	22,100	22,052	22,604	23,169
Total expenses from continuing operations	**346,427**	**373,750**	**404,041**	**424,735**	**437,742**	**440,357**	**446,984**
Operating result - Surplus / (Deficit)	**61,630**	**51,693**	**32,016**	**26,008**	**11,207**	**8,599**	**12,296**
Operating result before grants and contributions provided for capital purposes	**17,678**	**17,776**	**2,093**	**(5,775)**	**(11,390)**	**(4,176)**	**1,328**
Full time equivalent positions (excl. Kimbriki)	1,246.5 FTE	1,265.0 FTE	1,283.0 FTE	1,301.6 FTE			

Income

	Result 2021/22 $'000	Result 2022/23 $'000	Forecast 2023/24 $'000	Budget 2024/25 $'000
Rates and Annual Charges				
Ordinary Rates - Residential	146,339	149,905	155,589	163,278
Ordinary Rates - Farmland	15	16	16	17
Ordinary Rates - Business	28,546	29,255	30,334	31,830
Pensioner Rebates	(1,909)	(1,824)	(1,804)	(1,684)
Pensioner Rate Subsidies Received	997	948	921	859
Pensioner Annual Charges Subsidies Received	354	337	343	343
Special Rates - Business	1,408	1,395	1,462	1,534
Domestic Waste Management Services	48,978	53,218	58,521	61,797
Pensioner rebates - DWM	(1,170)	(1,204)	(1,238)	(1,241)
Stormwater Management Services	2,207	2,208	2,209	2,208
Section 611 Charges	176	169	162	153
Rates and Annual Charges	**225,942**	**234,423**	**246,515**	**259,094**
User Charges and Fees				
Aquatic Centres	5,554	9,153	9,634	10,713
Caravan Park	4,923	7,358	7,715	7,813
Cemeteries	1,120	1,071	1,369	724
Child Care	11,866	13,605	14,346	15,819
Community Centres	1,488	2,191	2,625	2,819
Currawong State Park	285	319	490	586
Glen Street Theatre	765	1,298	1,630	2,061
Golf Course & Driving Range	2,597	2,451	2,676	2,693
Kimbriki Waste & Recycling Centre	25,381	24,614	25,832	25,765
Libraries	81	136	93	98
Parking Areas	10,349	13,452	14,521	14,989
Planning and Building Regulation	8,088	9,068	9,451	9,812
Regulatory / Statutory Fees	521	782	1,027	1,091
Restoration Charges	1,835	1,087	968	1,040
Section 10.7 Certificates (EPA Act)	825	818	829	875
Section 603 Certificates (LG Act)	482	380	430	454
Sportsfields and Reserves	1,231	1,651	1,654	1,803
Other Fees	2,331	2,443	2,519	2,699
User Charges and Fees	**79,722**	**91,876**	**97,807**	**101,855**
Other Revenues				
Advertising Income	1,013	1,362	870	898
Ex Gratia Rates	25	25	26	28
Legal Fees Recovery - Other	264	440	191	245
Licences, Consents & Deeds	3,228	3,279	3,407	3,624
Parking Fines	5,749	5,636	5,900	7,100
Other Fines	446	487	634	667

134 Income

	Result 2021/22 $'000	Result 2022/23 $'000	Forecast 2023/24 $'000	Budget 2024/25 $'000
Other Revenues				
Recycling Income (Domestic)	631	672	660	650
Sale of Inventories	853	1,286	1,312	1,384
Other Revenues - Kimbriki	3,967	4,287	3,839	3,763
Other Revenues	6,167	2,612	2,344	2,326
Other Revenues	**22,342**	**20,087**	**19,184**	**20,684**
Grants and Contributions – Operating				
Operational Grants - General Purpose (untied)	10,779	11,742	4,812	9,509
Operational Grants - Specific Purpose (tied)	14,874	18,425	18,716	11,012
Operational Contributions - Other Contributions	1,512	1,329	2,257	1,219
Grants and Contributions – Operating	**27,165**	**31,496**	**25,785**	**21,740**
Grants and Contributions – Capital				
Capital Grants - Specific Purpose (tied)	26,112	16,027	19,570	23,151
Capital Contributions - Developer Contributions	14,905	13,826	9,120	7,668
Non-Cash Capital Contributions - Developer Contributions	-	841	-	-
Capital Contributions - Other Contributions	2,934	3,221	1,233	965
Non-Cash Capital Contributions - Other Contributions	-	3	-	-
Grants and Contributions – Capital	**43,951**	**33,917**	**29,923**	**31,783**

	Result 2021/22 $'000	Result 2022/23 $'000	Forecast 2023/24 $'000	Budget 2024/25 $'000
Interest and Investment Revenue				
Interest on Overdue Rates & Annual Charges	379	372	456	490
Interest on Cash and Investments	859	6,713	9,540	7,920
Interest and Investment Revenue	**1,238**	**7,085**	**9,996**	**8,411**
Other Income				
Rental Income - Investment Properties	246	233	292	334
Rental Income - Leased Council Properties	6,153	5,974	6,153	6,451
Investments at fair value through profit and loss	17	20	-	-
Investment properties at fair value through profit and loss	320	165	-	-
Other Income	**6,736**	**6,392**	**6,445**	**6,785**
Gain / (loss) on Disposal of Assets				
Proceeds from Disposal - Plant & Equipment	1,995	2,112	2,732	2,183
WDV - Plant & Equipment	(492)	(523)	(2,329)	(1,791)
WDV Infrastructure	(1,779)	(1,477)	-	-
WDV - Property	(503)	-	-	-
Proceeds from Disposal - Property	1,739	55	-	-
Gain / (loss) on Disposal of Assets	**960**	**167**	**402**	**392**
Income from Continuing Operations	**408,057**	**425,443**	**436,057**	**450,744**

Operational expenditure

	Result 2021/22 $'000	Result 2022/23 $'000	Forecast 2023/24 $'000	Budget 2024/25 $'000
Employee Benefits and On-Costs				
Salaries and Wages	(113,894)	(116,284)	(127,081)	(137,528)
Kimbriki Salaries and Oncosts	(4,579)	(4,893)	(5,150)	(5,355)
Employee Termination Costs	(524)	(980)	-	-
Employee Leave Entitlements (ELE)	(8,082)	(14,524)	(13,911)	(14,899)
Superannuation	(12,901)	(13,557)	(15,818)	(17,545)
Workers' Compensation Insurance	(945)	(2,634)	(2,932)	(3,151)
Fringe Benefit Tax (FBT)	(723)	(841)	(836)	(889)
Capitalised Employee Costs	7,087	7,560	7,568	8,399
Employee Benefits and On-Costs	**(134,560)**	**(146,153)**	**(158,161)**	**(170,968)**
Borrowing Costs				
Interest on Loans	(827)	(762)	(724)	(516)
Interest on Leases	(288)	(251)	(241)	(148)
Amortisation of Discounts and Premiums	(1,510)	(1,725)	(1,691)	(1,772)
Borrowing Costs	**(2,624)**	**(2,739)**	**(2,656)**	**(2,436)**
Materials and Services				
Agency Personnel	(2,866)	(4,051)	(2,629)	(4,235)
Audit Fees	(247)	(238)	(255)	(262)
Bank Charges	(575)	(638)	(790)	(776)
Bush Regeneration	(4,450)	(5,226)	(5,472)	(4,956)
Cleaning	(6,898)	(6,997)	(7,289)	(7,650)
Consultancy	(386)	(491)	(449)	(467)
Councillors' (include. Mayor) Expenses	(136)	(178)	(153)	(236)
Councillors' Fees	(465)	(522)	(543)	(568)
Election Expenses	(1,371)	-	-	(1,740)
Electricity, Heating & Water	(4,110)	(4,673)	(5,550)	(5,547)
Environment & Floodplain Management	(3,645)	(2,781)	(6,174)	(3,837)
External Roadwork	(6,249)	(14,021)	(12,645)	(7,887)
Golf Course & Driving Range	(1,313)	(1,426)	(1,332)	(1,431)
Insurance	(3,452)	(3,773)	(4,044)	(4,331)
IT & Communications	(9,555)	(10,433)	(15,381)	(20,987)
Kimbriki Waste & Recycling Centre	(16,632)	(15,559)	(16,456)	(17,059)
Land Use Planning	(1,002)	(636)	(1,023)	(710)
Legal Fees - Other	(1,210)	(1,515)	(1,529)	(1,936)
Legal Fees - Planning & Development	(1,044)	(863)	(1,384)	(1,100)
Lifeguard Services	(1,442)	(1,497)	(1,540)	(1,589)
Maintenance & Servicing	(5,889)	(6,488)	(5,539)	(5,720)
Management Fees	(1,917)	(2,247)	(2,538)	(2,535)
Materials and Services - Other	(3,347)	(4,315)	(5,379)	(5,193)
Mayoral Fee	(90)	(102)	(105)	(110)
NSW Revenue Fine Processing Fees	(828)	(717)	(907)	(958)

	Result 2021/22 $'000	Result 2022/23 $'000	Forecast 2023/24 $'000	Budget 2024/25 $'000
Parking	(667)	(712)	(867)	(1,045)
Performance & Events	(2,166)	(1,734)	(2,143)	(2,283)
Plant & Vehicle	(2,442)	(2,934)	(3,028)	(2,950)
Printing, Postage & Stationery	(1,057)	(1,162)	(1,396)	(1,359)
Raw Materials & Consumables	(4,010)	(4,515)	(4,788)	(5,238)
Recreation & Sportsfields	(7,608)	(8,428)	(7,722)	(8,142)
Stormwater	(883)	(1,438)	(830)	(908)
Street Lighting	(2,444)	(2,711)	(2,600)	(2,685)
Tree Works	(5,612)	(3,835)	(3,294)	(3,432)
Waste Collection	(17,077)	(18,167)	(19,578)	(20,554)
Waste Disposal & Processing	(12,370)	(15,393)	(19,088)	(20,343)
Training Costs	(693)	(781)	(1,119)	(945)
Valuation Fees	(477)	(471)	(501)	(519)
Other Contracts	(6,143)	(5,605)	(4,864)	(4,858)
Materials and Services	**(142,766)**	**(157,274)**	**(170,923)**	**(177,082)**
Depreciation, Amortisation and Impairment				
Depreciation - Buildings	(7,972)	(8,698)	(9,796)	(10,205)
Depreciation - Roads	(10,782)	(11,839)	(12,132)	(13,144)
Depreciation - Stormwater	(6,916)	(6,156)	(6,395)	(6,565)
Depreciation - Recreational and Other Infrastructure	(5,595)	(6,167)	(7,407)	(8,189)
Depreciation - Other	(12,159)	(11,899)	(11,660)	(12,061)
Amortisation - Asset Remediation	(718)	(763)	(718)	(718)
Amortisation - Right of Use Assets	(1,366)	(1,299)	(1,266)	(1,266)
Depreciation, Amortisation and Impairment	**(45,507)**	**(46,820)**	**(49,374)**	**(52,149)**
Other Expenses				
Planning Levy	(691)	(703)	(728)	(751)
Waste Levy	(8,526)	(8,903)	(9,934)	(9,326)
Emergency Services Levy	(6,416)	(7,785)	(9,300)	(9,598)
Crown Land Levy	(122)	(171)	(165)	(179)
Donations, Contributions and Assistance to Orgs	(4,830)	(2,839)	(2,345)	(1,824)
Land Tax	(329)	(324)	(375)	(342)
Impairment of Receivables	(55)	(40)	(81)	(81)
Other Expenses	**(20,969)**	**(20,766)**	**(22,927)**	**(22,100)**
Expenses from Continuing Operations	**(346,427)**	**(373,751)**	**(404,041)**	**(424,735)**
Net operating result - Surplus / (Deficit)	**61,630**	**51,693**	**32,016**	**26,008**
Net operating result before capital grants and contributions - Surplus / (Deficit)	**17,679**	**17,775**	**2,093**	**(5,775)**

Statement of Financial Position

	Result 2021/22 $'000	Result 2022/23 $'000	Forecast 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
ASSETS: Current assets							
Cash and cash equivalents	6,697	6,605	10,314	10,569	10,823	11,038	11,578
Investments	150,625	175,623	150,922	128,060	108,753	107,495	108,336
Receivables	24,791	20,844	18,693	19,301	19,709	20,167	20,592
Inventories	397	372	372	384	394	403	413
Prepayments	2,975	3,364	3,364	3,472	3,558	3,647	3,739
Total current assets	**185,485**	**206,808**	**183,665**	**161,786**	**143,236**	**142,750**	**144,658**
ASSETS: Non-current assets							
Investments	760	678	678	540	397	255	113
Receivables	1,007	1,012	1,012	1,062	1,098	1,135	1,167
Infrastructure, property, plant and equipment	5,218,499	5,413,807	5,548,592	5,712,532	5,838,572	5,948,774	6,058,210
Investment property	6,155	6,320	6,320	6,485	6,650	6,815	6,980
Right of use assets	9,110	7,811	6,470	5,209	3,947	2,686	1,424
Total non-current assets	**5,235,531**	**5,429,628**	**5,563,072**	**5,725,827**	**5,850,664**	**5,959,664**	**6,067,894**
Total Assets	**5,421,016**	**5,636,436**	**5,746,737**	**5,887,613**	**5,993,900**	**6,102,415**	**6,212,553**

	Result 2021/22 $'000	Result 2022/23 $'000	Forecast 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
LIABILITIES: Current liabilities							
Payables	45,393	47,806	47,910	48,897	49,545	50,290	51,042
Contract Liabilities	24,206	27,619	11,027	3,592	3,652	3,750	3,863
Lease Liabilities	1,238	1,241	1,269	1,307	1,347	1,388	1,430
Borrowings	4,770	3,340	2,098	2,596	1,594	1,883	1,990
Employee benefit provisions	35,553	34,754	34,754	36,799	37,758	38,930	40,139
Provisions	759	1,060	1,060	1,123	1,321	7,892	1,273
Total current liabilities	**111,919**	**115,820**	**98,117**	**94,314**	**95,217**	**104,134**	**99,738**
LIABILITIES: Non-current liabilities							
Payables	150	100	50	-	-	-	-
Contract Liabilities	7,466	8,239	10,736	8,738	7,140	7,049	6,958
Lease Liabilities	8,237	6,996	5,673	4,365	3,018	1,630	200
Borrowings	12,538	9,185	7,280	15,134	16,040	14,157	12,167
Employee benefit provisions	761	1,843	1,843	1,952	2,003	2,066	2,131
Provisions	43,404	45,094	40,465	42,452	44,241	39,607	41,719
Total non-current liabilities	**72,556**	**71,457**	**66,046**	**72,640**	**72,442**	**64,509**	**63,174**
Total liabilities	**184,475**	**187,277**	**164,163**	**166,954**	**167,659**	**168,643**	**162,912**
Net assets	**5,236,541**	**5,449,159**	**5,582,573**	**5,720,659**	**5,826,242**	**5,933,772**	**6,049,641**

	Result 2021/22 $'000	Result 2022/23 $'000	Forecast 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
EQUITY							
Accumulated Surplus	4,928,924	4,980,559	4,972,878	4,995,172	5,006,070	5,015,521	5,030,240
IPP&E Revaluation Surplus	307,617	468,600	609,695	725,487	820,172	918,250	1,019,400
Total Equity	**5,236,541**	**5,449,159**	**5,582,573**	**5,720,659**	**5,826,242**	**5,933,772**	**6,049,641**

140 Statement of Cashflows

	Result 2021/22 $'000	Result 2022/23 $'000	Forecast 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Cash flows from operating activities: Receipts							
Rates and annual charges	226,388	234,281	246,410	258,591	268,830	276,728	284,763
User charges and fees	84,398	96,268	102,988	107,755	110,290	112,682	115,353
Interest received	1,182	4,873	9,935	8,401	4,366	4,033	4,077
Grants and contributions	56,687	76,799	56,586	44,446	41,576	32,633	32,095
Bonds, deposits and retentions received	7,098	7,741	9,912	7,742	7,742	7,742	7,742
Other	45,656	41,346	41,795	45,186	44,617	43,027	43,764
Cash flows from operating activities: Payments							
Payments to employees	(137,235)	(145,037)	(157,774)	(168,477)	(175,018)	(178,676)	(182,495)
Payments for materials and services	(158,507)	(176,928)	(188,643)	(204,599)	(206,018)	(198,794)	(206,400)
Borrowing costs	(1,142)	(1,064)	(1,016)	(664)	(1,084)	(932)	(923)
Bonds, deposits and retentions refunded	(5,466)	(5,571)	(5,571)	(7,742)	(7,742)	(7,742)	(7,742)
Other	(28,886)	(22,019)	(20,351)	(21,705)	(21,876)	(22,347)	(22,905)
Net Cash flows from operating activities	**90,173**	**110,689**	**94,271**	**68,935**	**65,682**	**68,354**	**67,330**
Cash flows from investing activities: Receipts							
Sale of investments	338,038	272,227	319,159	323,300	319,100	301,000	306,000
Proceeds from sale of PPE	3,734	2,167	2,732	2,183	2,778	2,847	3,238

	Result 2021/22 $'000	Result 2022/23 $'000	Forecast 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Cash flows from investing activities: Payments							
Purchase of investment securities	(352,829)	(297,123)	(319,427)	(300,300)	(299,650)	(299,600)	(306,700)
Payments for PPE	(76,755)	(81,973)	(88,528)	(100,822)	(86,126)	(69,316)	(65,924)
Net Cash flows from investing activities	**(87,812)**	**(104,702)**	**(86,064)**	**(75,639)**	**(63,898)**	**(65,069)**	**(63,386)**
Cash flows from financing activities: Receipts							
Proceeds from borrowings	-	-	-	10,450	2,500	-	-
Cash flows from financing activities: Payments							
Repayment of borrowings	(5,018)	(4,783)	(3,147)	(2,098)	(2,596)	(1,594)	(1,883)
Lease liabilities (principal repayments)	(1,269)	(1,238)	(1,231)	(1,269)	(1,307)	(1,347)	(1,388)
Dividends paid to minority interest	(38)	(58)	(120)	(124)	(127)	(130)	(133)
Net Cash flows from financing activities	**(6,325)**	**(6,079)**	**(4,498)**	**6,960**	**(1,530)**	**(3,071)**	**(3,404)**
Net change in cash and cash equivalents	**(3,964)**	**(92)**	**3,709**	**256**	**254**	**215**	**540**
Cash and cash equivalents at beginning of year	10,661	6,697	6,605	10,314	10,569	10,823	11,038
Cash and cash equivalents at end of year	**6,697**	**6,605**	**10,314**	**10,569**	**10,823**	**11,038**	**11,578**
Investments at year end	**140,541**	**151,332**	**151,600**	**128,600**	**109,150**	**107,750**	**108,450**
Cash, cash equivalents and investments at end of year	**147,238**	**157,937**	**161,914**	**139,169**	**119,973**	**118,788**	**120,028**
Net change in cash, cash equivalents and investments		**10,699**	**3,977**	**(22,744)**	**(19,196)**	**(1,185)**	**1,240**

142 Cash and Investments Statement

	Result 2021/22 $'000	Result 2022/23 $'000	Forecast 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Total Cash and Investments	**147,238**	**157,937**	**161,914**	**139,169**	**119,973**	**118,788**	**120,028**
Represented by: Externally restricted							
Developer Contributions	36,457	43,446	37,105	25,953	15,720	15,971	16,948
Unexpended Grants - not tied to liability	566	597	0	0	0	0	0
Domestic Waste Management	3,401	7,626	9,443	10,943	12,383	13,521	15,663
Other externally restricted reserves	722	618	987	1,061	1,197	181	278
Total Externally Restricted	**41,146**	**52,286**	**47,536**	**37,957**	**29,300**	**29,673**	**32,889**
Represented by: Internally Restricted							
Deposits, Retentions & Bonds	15,380	17,550	17,550	17,550	17,550	17,550	17,550
Employee Leave Entitlement	7,026	7,111	7,111	7,362	7,619	7,883	8,153
Kimbriki Landfill Remediation	13,597	15,418	17,898	20,245	22,526	24,705	20,466
Unexpended Grants - tied to liability	28,600	31,960	18,865	9,422	7,990	8,058	8,132
Other	15,582	18,794	15,992	12,929	10,590	9,174	9,776
Total Internally Restricted	**80,184**	**90,833**	**77,416**	**67,508**	**66,274**	**67,370**	**64,077**
Total Restricted Cash	**121,330**	**143,119**	**124,951**	**105,464**	**95,574**	**97,043**	**96,967**
Total Unrestricted Cash	**25,908**	**14,818**	**36,963**	**33,705**	**24,399**	**21,745**	**23,061**

Capital Budget Statement

	Result 2021/22 $'000	Result 2022/23 $'000	Forecast 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Capital Funding							
Working Capital	7,785	16,118	6,127	3,948	538	2,544	2,550
Depreciation	22,098	32,322	34,343	33,042	40,135	41,990	43,154
Capital grants and contributions							
Grants and contributions	29,262	20,265	20,843	24,115	15,400	3,548	3,913
Externally restricted reserves							
Developer contributions	8,038	8,088	17,222	19,821	15,950	9,219	6,503
Domestic Waste	-	-	-	-	-	-	-
Other	1,797	2,347	1,667	2,055	2,009	3,156	2,037
Internally restricted reserves							
Merger savings fund	1,893	343	353	538	343	-	-
Borrowings	-	-	-	9,935	3,015	-	-
Other	4,005	1,260	5,242	5,184	5,958	6,012	4,529
Income from sale of assets							
Plant and equipment	1,995	2,112	2,732	2,183	2,778	2,847	3,238
Total funding	**76,872**	**82,856**	**88,528**	**100,822**	**86,126**	**69,316**	**65,924**

Capital budget statement cont.

	Result 2021/22 $'000	Result 2022/23 $'000	Forecast 2023/24 $'000	Budget 2024/25 $'000	Projected 2025/26 $'000	Projected 2026/27 $'000	Projected 2027/28 $'000
Capital Expenditure							
Buildings	21,091	15,413	10,373	27,024	14,839	8,656	8,994
Community Land	-	838	-	-	-	-	-
Furniture & Fittings	730	74	72	169	36	36	36
Land Improvements	-	-	5,828	3,371	2,917	2,940	2,964
Land Under Roads	-	-	-	-	-	-	-
Library Books	868	685	718	799	752	771	790
Office Equipment	1,995	2,904	3,161	2,210	2,608	2,500	2,563
Open Space / Recreational	9,387	10,501	19,720	11,779	15,100	9,400	8,492
Other Assets	696	163	391	439	343	-	-
Other Structures	3,419	2,302	3,839	7,395	5,267	3,598	3,941
Plant & Equipment	3,545	3,275	7,955	6,951	8,809	8,956	7,809
Road, Bridges & Footpaths	26,574	24,323	26,868	29,283	25,618	21,689	19,572
Stormwater Drainage	5,505	8,485	8,428	10,122	9,047	9,360	9,532
Swimming Pools	345	1,109	1,175	1,280	791	1,410	1,232
Other Kimbriki Assets	2,718	12,785	-	-	-	-	-
Total expenditure	**76,872**	**82,856**	**88,528**	**100,822**	**86,126**	**69,316**	**65,924**

Statement of performance measures

	OLG Benchmark	Result 2021/22	Result 2022/23	Forecast 2023/24	Budget 2024/25	Projected 2025/26	Projected 2026/27	Projected 2027/28
Budget Performance								
Operating Performance Ratio	> 0%	4.5%	4.5%	0.4%	(1.5%)	(2.8%)	(1.1%)	0.2%
measures the extent to which a council has succeeded in containing operating expenditure within operating revenue.		✓	✓	✓	✗	✗	✗	✓
Own Source Operating Revenue Ratio	> 60%	82.5%	84.6%	87.2%	88.1%	90.5%	92.8%	93.1%
measures fiscal flexibility. It is the degree of reliance on external funding sources.		✓	✓	✓	✓	✓	✓	✓
Operational Liquidity								
Unrestricted Current Ratio	> 1.5x	1.90x	1.92x	2.20x	2.19x	2.00x	1.74x	1.87x
represents a council's ability to meet short-term obligations as they fall due.		✓	✓	✓	✓	✓	✓	✓
Rates, Annual Charges, Interest & Extra Charges Outstanding Percentage	< 5%	3.6%	3.6%	3.5%	3.5%	3.4%	3.5%	3.4%
expressed as a percentage of total rates and charges available for collection in the financial year.		✓	✓	✓	✓	✓	✓	✓
Cash Expense Cover Ratio	> 3mths	5.6mths	6.1mths	5.2mths	4.1mths	3.5mths	3.5mths	3.4mths
liquidity ratio indicates the number of months a council can continue paying for its immediate expenses without additional cash inflow.	N/A	✓	✓	✓	✓	✓	✓	✓

	OLG Benchmark	Result 2021/22	Result 2022/23	Forecast 2023/24	Budget 2024/25	Projected 2025/26	Projected 2026/27	Projected 2027/28
Liability and Debt Management								
Debt Service Cover Ratio	> 2x	7.3x	7.7x	9.3x	10.8x	8.2x	12.3x	12.5x
measures the availability of operating cash to service loan repayments.		✓	✓	✓	✓	✓	✓	✓
Asset Management								
Building and Infrastructure Renewals Ratio	> 100%	112.7%	130.8%	107.4%	99.6%	96.1%	94.6%	93.1%
assesses the rate at which these assets are being renewed against the rate at which they are depreciating.		✓	✓	✓	✗	✗	✗	✗
Infrastructure Backlog Ratio	< 2%	1.53%	1.49%	1.63%	1.62%	1.64%	1.66%	1.68%
ratio shows what proportion the infrastructure backlog is against the total net carrying amount of a council's infrastructure.		✓	✓	✓	✓	✓	✓	✓
Asset Maintenance Ratio	> 100%	100.6%	109.7%	99.6%	92.5%	92.6%	92.6%	92.6%
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	1.26%	1.22%	1.34%	1.35%	1.36%	1.38%	1.40%
ratio shows what proportion the infrastructure backlog is against the total gross replacement cost of a council's infrastructure.		✓	✓	✓	✓	✓	✓	✓


FOR SALE



Capital works program 2024 -2028



150 Consolidated new works

			2024/25 Funding Source				Forecast		
CSP	Project	Budget 2024/25 $'000	General $'000	Reserves $'000	Dev Contri $'000	Grants $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
Environment and sustainability									
	Coastal protection works								
G2	Collaroy-Narrabeen coastal protection works	3,276	1,000	100	669	1,507	3,737	3,196	3,000
	Stormwater program								
G2	Planned stormwater new works	1,955	-	1,955	-	-	1,942	1,930	1,917
G2	Oxford Falls Road west flood mitigation	3,000	-	-	-	3,000	-	-	-
	Total new works - Environment and sustainability	**8,231**	**1,000**	**2,055**	**669**	**4,507**	**5,679**	**5,126**	**4,917**
Kimbriki Resource Recovery Centre									
	Kimbriki improvements								
G4	Kimbriki gas capture system	75	75	-	-	-	77	80	82
G4	Kimbriki future cell development	2,676	2,676	-	-	-	2,200	2,200	2,200
	Total new works - Kimbriki Resource Recovery Centre	**2,751**	**2,751**	**-**	**-**	**-**	**2,277**	**2,280**	**2,282**
Community, arts and culture									
	Community centre improvements								
G7 G12	Warriewood Valley Community Centre	16,666	687	9,935*	6,044	-	515	-	-
	Cultural improvements								
G7 G12	Coast walk - art trail	439	-	439	-	-	343	-	-
	Total new works - community, arts and culture	**17,104**	**687**	**10,374**	**6,044**	**-**	**858**	**-**	**-**

* Financed through an external loan

Consolidated new works cont.

			2024/25 Funding Source				Forecast		
CSP	Project	Budget 2024/25 $'000	General $'000	Reserves $'000	Dev Contri $'000	Grants $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
Library services									
	Community space and learning								
G7 G12	Library local priority grant purchases	169	-	-	-	169	36	36	36
	Library upgrades								
G7 G12	Mona Vale Library - upgrades and new works	140	-	140	-	-	-	-	-
	Total new works - library services	**309**	**-**	**140**	**-**	**169**	**36**	**36**	**36**
Parks and recreation									
	Foreshore and building improvements								
G12	Freshwater Beach masterplan implementation	1,525	-	-	1,300	225	-	-	-
G12	Manly Life Saving Club	4,050	1,700	-	-	2,350	6,300	-	-
G12	Clontarf masterplan implementation	-	-	-	-	-	550	1,500	-
	Playground improvements								
G12	Dee Why Beach (Michaela Howie) playground upgrade	206	-	-	206	-	-	-	-
G12	Parkes Reserve, Collaroy Plateau playground	-	-	-	-	-	-	150	-
G12	Outdoor Gyms - Dee Why and Manly Beach	330	-	-	330	-	-	-	-
	Recreational trails								
G12	Manly Dam boardwalk	1,500	-	-	-	1,500	-	-	-
	Reserves and parks improvements								
G12	Warriewood Valley - public space and recreation	220	-	-	220	-	3,623	-	-

		2024/25 Funding Source					Forecast		
CSP	Project	Budget 2024/25 $'000	General $'000	Reserves $'000	Dev Contri $'000	Grants $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
G12	Reserve - new pathway and lighting program	-	-	-	-	-	-	300	300
G12	Frenchs Forest precinct park upgrade	1,541	-	-	-	1,541	2,000	-	-
G12	Ivanhoe Park masterplan implementation	-	-	-	-	-	-	500	-
G12	Governor Phillip Reserve masterplan implementation	-	-	-	-	-	100	750	1,250
G12	North Narrabeen Reserve masterplan implementation	-	-	-	-	-	-	110	1,050
G12	Catherine Park, Scotland Island	-	-	-	-	-	-	300	200
	Sportsgrounds improvements								
G12	Sports club capital assistance program	100	100	-	-	-	100	100	100
G12	Warringah Recreation Centre, North Manly upgrades	2,203	-	-	2,203	-	3,700	-	-
G12	Seaforth bike park	500	-	-	500	-	-	-	-
G12	New basketball facilities	200	-	-	200	-	-	-	-
	Town centre and village upgrades								
G11 G15	Commercial centre upgrade program	-	-	-	-	-	1,000	1,000	1,000
	Total new works - Parks and recreation	**12,376**	**1,800**	**-**	**4,959**	**5,616**	**17,373**	**4,710**	**3,900**
Economic development, events and engagement									
	Town and village centre activations								
G12	Manly laneways	-	-	-	-	-	-	650	120
G12	Avalon Place Plan implementation	1,100	-	-	1,100	-	-	-	-
	Total new works - Economic development, events and engagement	**1,100**	**-**	**-**	**1,100**	**-**	**-**	**650**	**120**

Consolidated new works cont.

		2024/25 Funding Source					Forecast		
CSP	Project	Budget 2024/25 $'000	General $'000	Reserves $'000	Dev Contri $'000	Grants $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
Transport, traffic and active travel									
	Active travel – cycleways and footpaths								
G16	New footpaths	1,500	-	-	1,500	-	1,500	1,500	1,500
G16	Connecting Communities - footpaths programs	900	-	-	-	900	-	-	-
G16	Connecting Communities - cycleways program	2,650	-	-	-	2,650	2,500	-	-
G16	Shared path from B-Line stop to Boondah Road	164	-	-	164	-	-	-	-
G16 G17	Queenscliff Headland access ramp	900	-	-	-	900	-	-	-
G16 G17	Pedestrian and cyclist bridge Pittwater Road, Queenscliff	2,990	-	-	-	2,990	-	-	-
	Car parks and parking stations								
G16 G17	Smart parking infrastructure	250	-	-	250	-	-	-	-
	Road and related infrastructure upgrades								
G17	New traffic facilities	3,600	-	-	1,200	2,400	1,000	1,000	1,000
G17	Scotland Island roads and drainage improvements	1,157	157	-	-	1,000	941	164	168
G17	Warriewood Valley – traffic and transport infrastructure	1,126	-	-	1,126	-	5,014	1,417	203
G17	Church Point - new infrastructure	863	-	-	863	-	-	-	-
G17	Kerb and gutter new works	300	-	-	300	-	200	200	-
G8 G17	Safer schools infrastructure	600	-	-	-	600	-	-	-
	Wharf upgrades								
G17	Church Point commuter wharf expansion	310	-	-	310	-	-	-	-
	Total new works - Transport, traffic and active travel	**17,310**	**157**	**-**	**5,713**	**11,441**	**11,154**	**4,282**	**2,871**

			2024/25 Funding Source				Forecast		
CSP	Project	Budget 2024/25 $'000	General $'000	Reserves $'000	Dev Contri $'000	Grants $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
Property and facilities									
	Emergency buildings program								
G2 G8	Terrey Hills Emergency Services Headquarters	138	-	-	-	138	-	-	-
	Public amenities improvements								
G9 G12	West Esplanade, Manly accessible amenity	286	-	-	286	-	-	-	-
G12	Freshwater Beach amenities	1,050	-	-	1,050	-	-	-	-
	Total new works - Property and facilities	**1,474**	**-**	**-**	**1,336**	**138**	**-**	**-**	**-**
	Total new works	**60,655**	**6,395**	**12,569**	**19,821**	**21,870**	**37,378**	**17,083**	**14,126**

Consolidated renewal works

			2024/25 Funding Source				Forecast		
CSP	Project	Budget 2024/25 $'000	General $'000	Reserves $'000	Dev Contri $'000	Grants $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
Environment and sustainability									
	Stormwater program								
G2	Planned stormwater renewal works	4,060	4,060	-	-	-	5,972	6,272	6,429
G2	Reactive stormwater renewal works	1,006	1,006	-	-	-	1,029	1,053	1,078
G2	Gross pollutant trap renewal works	102	102	-	-	-	104	106	109
	Water and energy saving initiatives								
G4 G5	Energy savings initiatives program	113	113	-	-	-	321	321	329
G4 G5	Water saving and re-use initiatives	25	25	-	-	-	77	86	90
	Total renewal works - Environment and sustainability	**5,305**	**5,305**	**-**	**-**	**-**	**7,503**	**7,838**	**8,035**
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**

 Consolidated renewal works cont.

		2024/25 Funding Source					Forecast		
CSP	Project	Budget 2024/25 $'000	General $'000	Reserves $'000	Dev Contri $'000	Grants $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
Kimbriki Resource Recovery Centre									
	Kimbriki improvements								
G4	Kimbriki vehicles	-	-	-	-	-	146	168	110
G4	Kimbriki renewal program	619	619	-	-	-	640	660	682
G4	Kimbriki other	75	75	-	-	-	77	79	82
	Total renewal works - Kimbriki Resource Recovery Centre	**694**	**694**	**-**	**-**	**-**	**863**	**907**	**873**
Community, arts and culture									
	Community centre improvements								
G12	Community buildings works program	-	-	-	-	-	1,407	1,645	1,964
G12	Community centres minor works program	-	-	-	-	-	168	172	176
	Cultural improvements								
G12	Glen Street Theatre - renewal works	425	425	-	-	-	149	150	153
G7 G12	Creative Arts Space - Mona Vale design works	100	-	100	-	-	-	-	-
	Total renewal works - Community, arts and culture	**525**	**425**	**100**	**-**	**-**	**1,725**	**1,967**	**2,293**
Children's services									
	Children's services								
G9 G12	Children's centres works program	-	-	-	-	-	166	170	174
	Total renewal works - Children's services	**-**	**-**	**-**	**-**	**-**	**166**	**170**	**174**

Consolidated renewal works cont.

			2024/25 Funding Source				Forecast		
CSP	Project	Budget 2024/25 $'000	General $'000	Reserves $'000	Dev Contri $'000	Grants $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
Library services									
	Community space and learning								
G9	Library books - replacement	799	799	-	-	-	752	771	790
	Library upgrades								
G12	Library buildings works program	-	-	-	-	-	161	169	173
	Total renewal works - Library services	**799**	**799**	**-**	**-**	**-**	**913**	**940**	**963**
Parks and recreation									
	Foreshore and building improvements								
G12	Foreshores renewal program	538	538	-	-	-	1,810	2,130	1,601
G12	Rockpool renewal program	793	793	-	-	-	741	910	719
G12	Dinghy storage	40	40	-	-	-	40	40	40
G12	Tidal pools refurbishment	487	487	-	-	-	50	500	513
G12	Surf Life Saving Club minor renewal works	1,215	1,215	-	-	-	900	1,000	1,025
	Playground improvements								
G12	Playground renewal program	605	605	-	-	-	773	1,033	1,039
	Recreational trails								
G12	Recreational trails renewal program	453	453	-	-	-	180	420	489
	Reserves and parks improvements								
G12	Reserves renewal program	368	368	-	-	-	634	662	674

158 **Consolidated renewal works cont.**

		2024/25 Funding Source					Forecast		
CSP	Project	Budget 2024/25 $'000	General $'000	Reserves $'000	Dev Contri $'000	Grants $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
	Sportsgrounds improvements								
G12	Sportsfield renewal program	1,325	1,325	-	-	-	1,630	1,445	1,789
	Town centre and village upgrades								
G12	Commercial centre renewal	600	600	-	-	-	614	818	1,294
G11	Balgowlah commercial centre renewal	-	-	-	-	-	-	460	-
	Total renewal works - Parks and recreation	**6,425**	**6,425**	**-**	**-**	**-**	**7,371**	**9,418**	**9,183**

Consolidated renewal works cont.

		2024/25 Funding Source					Forecast		
CSP	Project	Budget 2024/25 $'000	General $'000	Reserves $'000	Dev Contri $'000	Grants $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
Property and facilities									
	Aquatic centre improvements								
G12	Warringah Aquatic Centre renewal works	-	-	-	-	-	171	175	180
G12	Manly Aquatic Centre renewal works	-	-	-	-	-	216	221	226
	Cemetery works								
G20	Mona Vale Cemetery works program	350	-	350	-	-	150	150	150
	Civic building and compliance works								
G5 G6	Operational buildings works program	500	500	-	-	-	500	550	564
G5 G12	Sport buildings works program	1,300	1,300	-	-	-	1,325	1,390	1,424
G5 G12	Beach buildings works program	-	-	-	-	-	307	284	291
G5 G9	Disability access compliance works (DDA)	-	-	-	-	-	215	250	255
G5 G9 G12	Building Code of Australia compliance works (BCA)	-	-	-	-	-	254	254	261
G5 G12 G15	Sydney Lakeside Holiday Park, North Narrabeen renewal works	-	-	-	-	-	200	200	205
G5 G12 G15	Pittwater Golf Driving Range, Warriewood renewal works	100	100	-	-	-	50	50	51
G5 G6	Cromer Depot improvement plan works	150	150	-	-	-	150	150	-
	Emergency buildings program								
G2 G8	Emergency buildings works program	-	-	-	-	-	150	150	154
G2 G3 G8	Terrey Hills Rural Fire Station	368	-	-	-	368	-	-	-
	Public amenities improvements								
G8 G12	Public amenities works program	499	499	-	-	-	1,087	1,219	1,250
	Total renewal works - Property and facilities	**3,267**	**2,549**	**350**	**-**	**368**	**4,774**	**5,043**	**5,010**

 Consolidated renewal works cont.

		2024/25 Funding Source					Forecast		
CSP	Project	Budget 2024/25 $'000	General $'000	Reserves $'000	Dev Contri $'000	Grants $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
Transport, traffic and active travel									
	Active travel – cycleways and footpaths								
G16	Footpath renewal works	1,251	1,251	-	-	-	1,281	1,459	1,496
	Car parks and parking stations								
G16	Car park renewal works	286	286	-	-	-	390	832	853
G16	Multi storey car park renewal works	-	-	-	-	-	100	100	100
	Plant and fleet								
G20	Major plant renewal	3,281	-	3,281	-	-	4,147	4,020	1,175
G20	Light fleet renewal	3,595	-	3,595	-	-	4,439	4,689	6,443
	Road and related infrastructure upgrades								
G16	Bus stop renewal works	94	94	-	-	-	-	112	115
G16	Kerb and gutter renewal works	1,101	1,101	-	-	-	1,203	1,756	1,800
G16	Retaining wall renewal works	1,114	1,114	-	-	-	1,057	1,107	663
G16	Road resheeting program	7,095	5,218	-	-	1,877	7,797	9,034	9,260
G16	Bridge renewal works	818	818	-	-	-	1,022	80	-
	Wharf upgrades								
G16	Wharves works program	2,207	2,207	-	-	-	1,290	162	700
	Total renewal works - Transport, traffic and active travel	**20,843**	**12,089**	**6,877**	**-**	**1,877**	**22,726**	**23,350**	**22,604**

Consolidated renewal works cont.

		2024/25 Funding Source					Forecast		
CSP	Project	Budget 2024/25 $'000	General $'000	Reserves $'000	Dev Contri $'000	Grants $'000	2025/26 $'000	2026/27 $'000	2027/28 $'000
Corporate support services									
	IT improvements								
G20	IT infrastructure and devices – replacements	2,210	2,210	-	-	-	2,608	2,500	2,563
	Total renewal works - Corporate support services	**2,210**	**2,210**	**-**	**-**	**-**	**2,608**	**2,500**	**2,563**
	Total renewal works	**40,167**	**30,596**	**7,326**	**-**	**2,245**	**48,748**	**52,233**	**51,799**



Fees and charges

Including pricing methodology
2024/25 financial year

Draft

northern beaches council

TRIM: 2024/246762 - as at 5 April 2024

Pricing Methodology

The Pricing Methodology provides a transparent, consistent, and equitable approach to the setting of fees and charges, under s608 of the Local Government Act 1993 (the Act), for services delivered by Northern Beaches Council.

Council applies a principles-based approach to the pricing of services 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.

Principles

The following five principles guide how Council sets fees and charges for its services:

1. **Financially sustainable:** price-setting is informed by the cost of providing the service (*per s610D of the Act*), the capacity of the user to pay and, where relevant, any expected return on the investment of community assets.
2. **Recognise the importance of the service to the community:** seek to promote fair, just and equitable access to services, promote the participation of service target groups and encourage positive health and wellbeing outcomes (*per s610D of the Act*).
3. **Recognise competitive neutrality obligations:** where services are supplied on a commercial basis as part of a defined Council business consider market prices to ensure the service does not utilise its public sector position to gain an unfair advantage over private sector competitors.
4. **Compliant with legislation**: where applicable, pricing is in line with legislation and consideration made of any price suggested for that service by a relevant industry body or in a schedule of charges published by the Office of Local Government (*per s610D of the Act*).
5. **Consistent, transparent, efficient to administer and regularly reviewed:** set in a consistent way across Council services, documented and presented in a way the community can understand, simple to administer and reviewed annually.

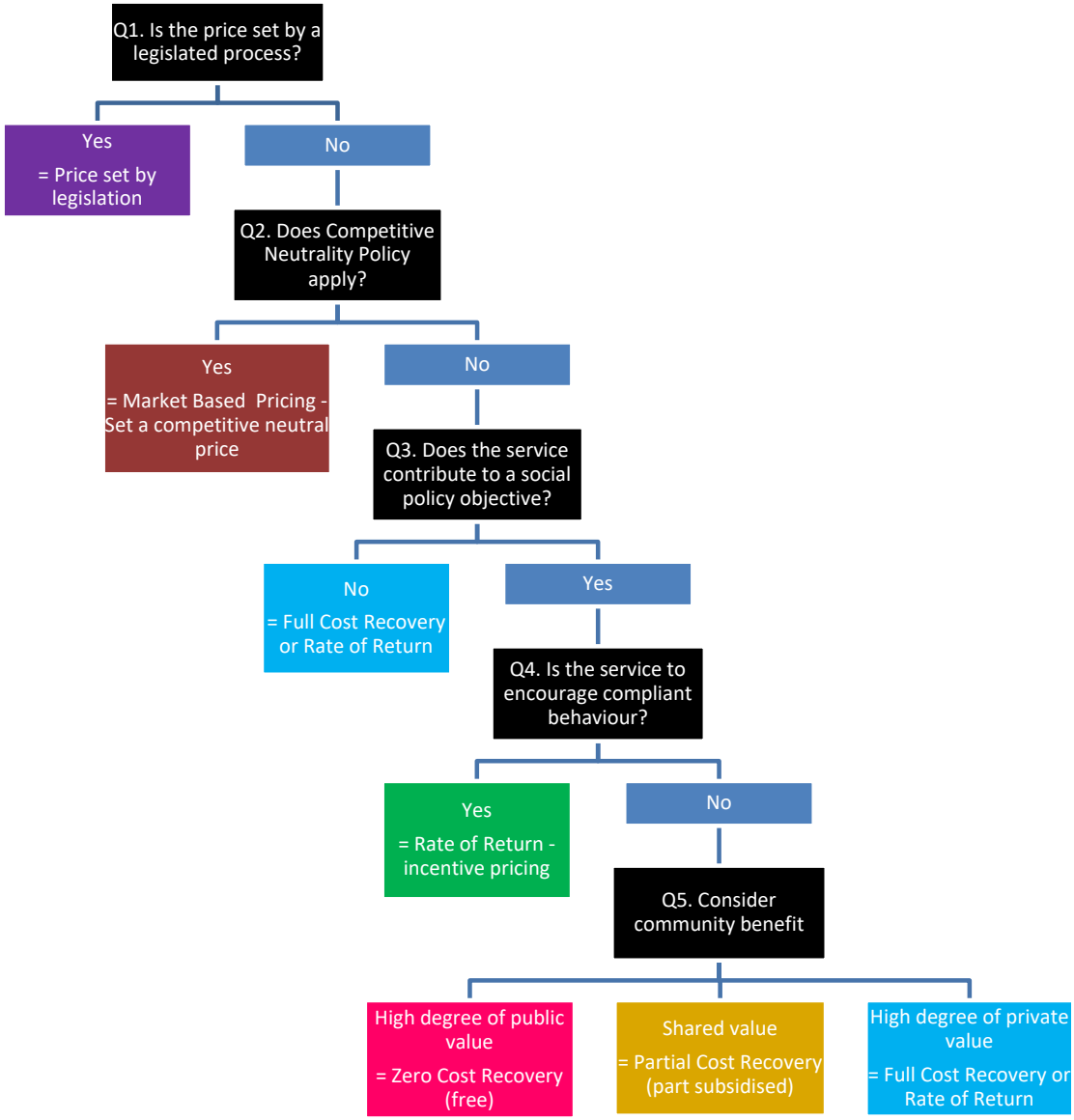
Pricing basis

Informed by the principles listed above, Council determines an appropriate pricing methodology that is consistent with the level of individual and community benefit of the service. Fees and charges are classified according to the following pricing basis outlined below:

Table 1 Pricing Basis

Pricing Basis	Description
Full Cost Recovery	Council recovers all direct and indirect cost of the service (includingdepreciation of assets employed).
Partial Cost Recovery	Council recovers less than the full cost (as defined above) - thereasons for this may include broader community service benefits.
Legislative Requirements	Price of the service is determined by legislation and dependent onprice may or may not recover the full cost.
Market BasedPricing	The price of the service is determined by examining alternative prices of surrounding service providers (this also may or may notrecover 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.

Pricing setting process



Attachment 1. Pricing principles and methodology guidance

Pricing principle		Example	Code	Pricing methodology	
Private Good	Service benefits a particular user, making a contribution to their individual income, welfare or profits without any broader benefits to the community.	Application fee for drainage easement	F	Full Cost Recovery	Council recovers all direct and indirect cost of the service (excluding depreciation of assets employed).
Monopoly	Council has a monopoly over provision of the service and there is no community service or equity obligation.	Abandoned vehicles – removal and storage. Standard fee to be paid prior to release of the vehicle			
Development	Fee set will enable Council to develop and maintain a service.	Domestic Waste Service Management Charge			
Regulatory – non fixed	Fee charged to cover costs incurred in legislative requirements where no community service obligation exists.	Information request under the Government Information (Public Access) Act 2009			
Shared benefits	The community as a whole as well as individual users (Community Service Obligation).	Hairdressers, Beauty Salons and Skin Penetration Inspections	P	Partial Cost Recovery	Council recovers less than the Full Cost as defined above (the reasons for this may include community service obligation or prioritises or legislative limits on charging).
Stimulus	A stimulus to the demand for the service is required. In the short term, only part of the cost of the service is to be recovered.	Introduction of a new service item			
Evasion	Charging prices to recover full cost may result in widespread evasion.	Tree preservation orders			
Equity	Service is targeted to low-income users.	Youth programs			
Economic/ social/ community welfare	Service promotes or encourages local economic or social activity.	Community centre hire			
Regulatory - fixed	Fixed by legislation.	Certificates for Classification of Council Land	L	Legal Requirements (Regulatory)	Price is determined by legislation (may or may not recover costs).
Market	Service provided is in competition with that provided by another agency (private or public) and there is pressure to set a price which will encourage adequate usage of the service.	Copying of documents, Glen Street Theatre tickets	M	Market Based Pricing (Reference Pricing)	Price determined by examining alternative prices of surrounding service providers (may or may not recover the full cost of the service).
Public Good	Service provides a broad community benefit inconceivable or impractical to charge for service on a user basis.	Public access to the internet	Z	Zero Cost Recovery (free)	Services may be provided free of charge and the whole cost determined as a community service obligation or may fall within a class of a public good.
Practical Constraint	Service is a minor part of the overall operation of the Council or the potential for revenue collection is so minor as to be outweighed by the costs of collection.	Participation in workshops, markets or events			
Cost-plus activity	The service is a profit-making activity and the price paid by users should recover an amount greater than the full cost of providing that service.	Civil works on behalf of developers, the public & other third parties	R	Rate of Return (RoR)	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.
Penalty	Fee charged is greater than cost of the service so as to act as a disincentive.	Dishonoured cheque fee			
Utility	Fee charged for possession, occupation or enjoyment of Council Land, Public Land and Air Space by Gas, Electricity, Telecommunications and Water Utilities.	Annual compensation fee for telecommunications facility on Council controlled land			

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Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Chief Financial Officer					
Bank Fees					
Dishonoured payments	per instance	Bank Fee Charged	Bank Fee Charged	No	Full Cost Recovery
Bond Refund Administration Fee					
A fee of $55 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 $55 will be refunded with the bond. To contribute towards the cost of the management of bonds.	per Bond refund	$50.00	$55.00	No	Partial Cost Recovery
Payment Card Fees					
Payment card transaction and processing surcharge, with the exception of Children's Services and financial donations to the Manly Art Gallery and Museum	transactional value	0.50% payment cards	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	$95.00	No	Legislative Requirements (Regulatory)
Additional Urgency fee – Within 24 hours (working days only)	per certificate	$60.00	$65.00	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	$135.00	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Strategy and Performance					
Fee Reduction or Waiver					
Fee reduction for financial hardship	each	up to 100% of the fee	up to 100% of the fee	No	Zero Cost Recovery
Fee reduction for exceptional circumstances, where the fee is considered unreasonable or inappropriate	each	up to 100% of the fee	up to 100% of the fee	No	Zero Cost Recovery
One-off venue hire for event that delivers broad community benefit	each	up to 100% of the fee	up to 100% of the fee	No	Zero Cost Recovery
Provision of services to one-off event that delivers broad community benefit	each	up to 100% of the fee	up to 100% of the fee	No	Zero Cost Recovery
Digital and IT					
Application for Access to Information – Government Information (Public Access) Act					
Application fee for Informal Requests	per application	Zero	Zero	No	Legislative Requirements (Regulatory)
Processing fee for Personal Information applications	first twenty hours	Zero	Zero	No	Legislative Requirements (Regulatory)
Application fee for Formal Requests	per application	$30.00	$30.00	No	Legislative Requirements (Regulatory)
Processing fee	per hour	$30.00	$30.00	No	Legislative Requirements (Regulatory)
Processing fee for Formal Requests – discounted rate for financial hardship	per hour	$15.00	$15.00	No	Legislative Requirements (Regulatory)
Processing fee for Formal Requests – discounted rate for special benefit to the community	per hour	$15.00	$15.00	No	Legislative Requirements (Regulatory)
Internal review	per application	$40.00	$40.00	No	Legislative Requirements (Regulatory)

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Geographic Information System (GIS)					
GIS maps and plans - A4	per copy	$61.00	$65.00	No	Full Cost Recovery
GIS maps and plans - A3	per copy	$105.00	$111.00	No	Full Cost Recovery
GIS maps and plans - A2	per copy	$150.00	$159.00	No	Full Cost Recovery
GIS maps and plans - A1	per copy	$197.00	$209.00	No	Full Cost Recovery
GIS maps and plans - A0	per copy	$391.00	$413.00	No	Full Cost Recovery
Digital data - per 1,000m2 by layer of data included in rate	each	$11.50	$12.10	No	Full Cost Recovery
Airborne laser scanning derived data - up to 1,000m2	each	$116.00	$123.00	No	Full Cost Recovery
Airborne laser scanning derived data - over 1,000m2 or part thereof	each	$1,146.00	$1,211.00	No	Full Cost Recovery
Electronic copy of aerial photography - per property	each	$148.00	$157.00	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	$127.00	No	Full Cost Recovery
Subpoena					
Conduct fee	per application	$116.00	$123.00	No	Full Cost Recovery
Search fee	per hour	$116.00	$123.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
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	$2,455.00	No	Full Cost Recovery
Avalon (22 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	$4,647.00	$4,908.00	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	$1,785.00	No	Full Cost Recovery
Brookvale Oval (16 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	$3,380.00	$3,570.00	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	$1,340.00	No	Full Cost Recovery
Collaroy (12 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	$2,535.00	$2,677.00	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	$782.00	No	Full Cost Recovery
Dee Why (7 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	$1,479.00	$1,562.00	No	Rate of Return Pricing (IRR)
Freshwater (13 Flags) - not for profit/charity rate - maximum 6 weeks subject to availability	per site	$740.00	$782.00	No	Full Cost Recovery
Freshwater (13 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	$1,479.00	$1,562.00	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	$1,785.00	No	Full Cost Recovery
Long Reef Headland (16 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	$3,380.00	$3,570.00	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	$1,105.00	No	Full Cost Recovery
Manly Beach (9 Large Flags) - commercial rate - maximum 6 weeks subject to availability	per site	$2,091.00	$2,209.00	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	$4,857.00	No	Full Cost Recovery
Manly Beach (67 Small Flags) - commercial rate - maximum 6 weeks subject to availability	per site	$9,198.00	$9,714.00	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	$1,802.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Manly Vale (17 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	$3,411.00	$3,603.00	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	$2,014.00	No	Full Cost Recovery
Mona Vale (19 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	$3,813.00	$4,027.00	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	$1,272.00	No	Full Cost Recovery
Narrabeen (12 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	$2,408.00	$2,543.00	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	$1,116.00	No	Full Cost Recovery
Newport (8 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	$2,112.00	$2,231.00	No	Rate of Return Pricing (IRR)

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Community Engagement & Communication: Entertainment					
Provision of entertainment at a small scale event e.g. rides	per day	$300 - $1,000	$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	$1,000 - $10,000	Yes	Partial Cost Recovery
Community Engagement & Communication: Food & Beverage					
Drink sales at events	per item	$2 - $30	$2 - $30	Yes	Partial Cost Recovery
Community Engagement & Communication: Merchandise					
Event merchandise e.g. t-shirts, caps, festival glasses	per item	$5 - $100	$5 - $100	Yes	Partial Cost Recovery
Community Engagement & Communication: Stalls					
Stallholding at a small scale event	per day	$100 - $150	$100 - $150	Yes	Partial Cost Recovery
Stallholding at a medium scale event	per day	$150 - $500	$150 - $500	Yes	Partial Cost Recovery
Stallholding at a large-scale event	per day	$500 - $6,000	$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	$0 - $100	Yes	Full Cost Recovery
SMS notifications	per entry	$2.00	$2.00	Yes	Full Cost Recovery
Postage of pack - if selected by entrant	per entry	$7 - $10	$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	$5 - $300	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
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	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	$19.80	Yes	Legislative Requirements (Regulatory)
Photocopy Fee					
Black and white A4	per page	$0.20	$0.20	Yes	Partial Cost Recovery
Black and white A3	per page	$0.40	$0.40	Yes	Partial Cost Recovery
Colour A4	per page	$1.60	$2.00	Yes	Partial Cost Recovery
Colour A3	per page	$3.50	$4.00	Yes	Partial Cost Recovery
General Counsel					
Costs in Legal Proceedings and Other Matters					
Paralegal	per hour	$91.00	Deleted Fee	No	Partial Cost Recovery
Staff expert	per hour	$102.00	Deleted Fee	No	Partial Cost Recovery
Legal Counsel	per hour	$146.00	$300.00	No	Partial Cost Recovery
General Counsel	per hour	$213.00	$350.00	No	Partial Cost Recovery
External legal fees	per occasion	At Cost	At Cost	No	Full Cost Recovery
External expert fees	per occasion	At Cost	At Cost	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Library Services					
Book Sales					
Contact library for price	per item	Various	Various	Yes	Market Based Pricing
Digital Photographs					
Commercial use in publications or television - high resolution	per photo	$61.00	$65.00	Yes	Partial Cost Recovery
General Fees					
Lost and damaged items	per item	$6 plus replacement	$6 plus replacement	Yes	Full Cost Recovery
Program entry	per person	Various	Various	Yes	Partial Cost Recovery
Overdue item	per item per day	$0.30 up to $10 maximum	$0.30 up to $10 maximum	No	Market Based Pricing
Library merchandise	per item	Various	Various	Yes	Full Cost Recovery
Invigilation	per hour	$25.00	Deleted Fee	Yes	Partial Cost Recovery
Book club	per annum per club	$65.00	$65.00	Yes	Partial Cost Recovery
Meeting Room Hire					
Glen Street Library - Study Room 1 - not for profit	per hour	$10.00	$12.00	Yes	Market Based Pricing
Glen Street Library - Study Room 1 - commercial	per hour	$18.00	$20.00	Yes	Market Based Pricing
Glen Street Library - Study Room 2 - not for profit	per hour	$10.00	$12.00	Yes	Market Based Pricing
Glen Street Library - Study Room 2 - commercial	per hour	$18.00	$20.00	Yes	Market Based Pricing
Glen Street Library - Project Space - not for profit	per hour	$20.00	$24.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Glen Street Library - Project Space - commercial	per hour	$38.00	$40.00	Yes	Market Based Pricing
Booking cancellation various	per booking	$30.00	$30.00	Yes	Partial Cost Recovery
Forestville Library - Meeting Room - not for profit	per hour	$10.00	$12.00	Yes	Market Based Pricing
Forestville Library - Meeting Room - commercial	per hour	$18.00	$20.00	Yes	Market Based Pricing
Dee Why Library - Study Room - not for profit	per hour	$10.00	$12.00	Yes	Market Based Pricing
Dee Why Library - Study Room - commercial	per hour	$18.00	$20.00	Yes	Market Based Pricing
Manly Library - Ferry Room - not for profit	per hour	$14.00	$16.00	Yes	Market Based Pricing
Manly Library - Ferry Room - commercial	per hour	$26.00	$28.00	Yes	Market Based Pricing
Manly Library - Board Room - not for profit	per hour	$14.00	$16.00	Yes	Market Based Pricing
Manly Library - Board Room - commercial	per hour	$26.00	$28.00	Yes	Market Based Pricing
Manly Library - Shelly Room - not for profit	per hour	$20.00	$24.00	Yes	Market Based Pricing
Manly Library - Shelly Room - commercial	per hour	$38.00	$40.00	Yes	Market Based Pricing
Manly Library - Creative Library - not for profit	per hour	$20.00	$24.00	Yes	Market Based Pricing
Manly Library - Creative Library - commercial	per hour	$38.00	$40.00	Yes	Market Based Pricing
Manly Library - Community Room - not for profit	per hour	$20.00	$24.00	Yes	Market Based Pricing
Manly Library - Community Room - commercial	per hour	$38.00	$40.00	Yes	Market Based Pricing
Mona Vale Library - Beaton Room - not for profit	per hour	$10.00	$12.00	Yes	Market Based Pricing
Mona Vale Library - Beaton Room - commercial	per hour	$18.00	$20.00	Yes	Market Based Pricing
Mona Vale Library - Pelican Room - not for profit	per hour	$20.00	$24.00	Yes	Market Based Pricing
Mona Vale Library - Pelican Room - commercial	per hour	$38.00	$40.00	Yes	Market Based Pricing
Warringah Mall Library - Meeting Room - not for profit	per hour	$20.00	$24.00	Yes	Market Based Pricing
Warringah Mall Library - Meeting Room - commercial	per hour	$38.00	$40.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Photocopy / Scanning					
Scanning up to 50 MB	per scan	Zero	Zero	Yes	Market Based Pricing
A4 black and white	per page	$0.20	$0.20	Yes	Market Based Pricing
A3 black and white	per page	$0.40	$0.40	Yes	Market Based Pricing
A4 colour	per page	$2.00	$2.00	Yes	Market Based Pricing
A3 colour	per page	$3.00	$3.00	Yes	Market Based Pricing
Microfiche black and white	per copy	$0.30	$0.30	Yes	Market Based Pricing
Requests					
University/Corporate/TAFE or other library network loan	per item	Various	Various	Yes	Partial Cost Recovery
Inter library loan item requested from another library service for transfer	per item	$3.00	$3.00	Yes	Partial Cost Recovery
Development Assessment					
Additional Fees for Development Applications, Modifications and Reviews					
Additional fee for development application or modification application that is referred to design review panel for advice - fee is reduced to $2,000 if the proposal was subject to a Pre-Lodgement and DSAP meeting	per application	$3,763.00	$3,763.00	No	Legislative Requirements (Regulatory)
Giving of notice for nominated integrated development, threatened species development or Class 1 aquaculture development	each		$1,386.00	No	Legislative Requirements (Regulatory)
Notification fee for DAs, modifications and reviews - estimated cost of original works $0 to $10,000,000	per application	$350.00	$370.00	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	$1,120.00	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 e rights)	per application	$220.00	$235.00	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
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	$235.00	No	Legislative Requirements (Regulatory)
Integrated development and/or development requiring concurrence - additional processing fee	per application	$176.00	$176.00	No	Legislative Requirements (Regulatory)
Designated developments - additional processing fee	per application	$1,154.00	$1,154.00	No	Legislative Requirements (Regulatory)
Designated developments - advertising fee	per application	$2,785.00	$2,785.00	No	Legislative Requirements (Regulatory)
Modification of Consent - additional fee for modification when application is required to submit a statement by a qualified designer	per application	$954.00	$954.00	No	Legislative Requirements (Regulatory)
Development Applications					
Change of use - involving no physical work or demolition	per application	$357.00	$357.00	No	Legislative Requirements (Regulatory)
Dwelling house with estimated construction cost less than $100,000	per application	$571.00	$571.00	No	Legislative Requirements (Regulatory)
Estimated cost of works up to $5,000	per application	$138.00	$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)	$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	$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	$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	$2,190 plus $1.64 for every $1,000 (or part thereof) by which the estimated cost exceeds $500,000	$2,190 plus $1.64 for every $1,000 (or part thereof) by which the estimated cost exceeds $500,000	No	Legislative Requirements (Regulatory)

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Estimated cost of works $1,000,001 to $10,000,000	per application	$3,281 plus $1.44 for every $1,000 (or part thereof) by which the estimated cost exceeds $1,000,000	$3,281 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	$19,917 plus $1.19 for every $1,000 (or part thereof) by which the estimated cost exceeds $10,000,000	$19,917 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	$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	$834 plus $65 for each additional lot created by the subdivision	$834 plus $65 for each additional lot created by the subdivision	No	Legislative Requirements (Regulatory)
Subdivision of land not involving the opening of a public road	per application	$414 plus $53 for each additional lot created by the subdivision	$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	$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	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	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	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	50% of original fee	No	Legislative Requirements (Regulatory)

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
s4.55(2) & s4.56(1) - Dwelling house estimated construction cost less than $100,000	per application	$238.00	$238.00	No	Legislative Requirements (Regulatory)
s4.55(2) & s4.56(1) - Estimated cost of works up to $5,000	per application	$69.00	$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)	$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	$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	$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	$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	$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	$340.00	No	Partial Cost Recovery
Pre-Lodgement Services					
Written advice on a single planning issue	per application	$295.00	$315.00	Yes	Partial Cost Recovery
Written advice and short meeting on a single planning issue	per application	$400.00	$425.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
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	$970.00	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	$1,280.00	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	$1,600.00	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	$1,910.00	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	$2,540.00	Yes	Partial Cost Recovery
Pre-Lodgement Meeting and Design & Sustainability Advisory Panel (DSAP) Meeting Service - Includes 2 meetings (with DSAP and second with Council staff). Discounted design review panel fee available at DA lodgement stage if Pre-Lodgement/DSAP meeting is attended.	per application	$3,260.00	$3,445.00	Yes	Partial Cost Recovery
Review of Determination					
Involving no physical work or demolition	per application	50% of original fee	50% of original fee	No	Legislative Requirements (Regulatory)
Dwelling house estimated construction cost less than $100,000	per application	$238.00	$238.00	No	Legislative Requirements (Regulatory)
Estimated cost of works up to $5,000	per application	$69.00	$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	$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	$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	$894 plus $0.50 for every $1,000 (or part thereof) by which the estimated cost exceeds $500,000	No	Legislative Requirements (Regulatory)

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
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	$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	$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	50% of original fee	No	Legislative Requirements (Regulatory)
Strategic & Place Planning					
Offer to Enter into a Planning Agreement					
Planning Portal Lodgement Fee	per application	$5.00	$5.00	No	Legislative Requirements (Regulatory)
Pre-lodgement Meeting (Planning Agreement Pre-Lodgement Fee)	per application	$866.00 Planning Agreement Prelodgement Fee	$915.00	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	$4,961.00	No	Full Cost Recovery
Planning Certificate (Section 10.7)					
Section 10.7 Part 2 Certificate	per certificate	$67.00	$67.00	No	Legislative Requirements (Regulatory)
Section 10.7 Part 2 & Part 5 Certificate	per certificate	$168.00	$168.00	No	Legislative Requirements (Regulatory)
Additional urgency fee for Planning Certificates - produced within 3 hours	per certificate	$59.00	$63.00	No	Full Cost Recovery
Re-printing fee if certificate was issued less than 10 days prior	per certificate	$94.00	$100.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Planning Documents					
Certified copy of map or plan	per copy	$66.00	$70.00	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	$2,466.00	Yes	Full Cost Recovery
Lodgement fee. This applies to mapping changes, adding/removing a heritage item and changing the wording of a clause that does not require complex assessment or mapping changes on sites less than 5000sqm in area.	per proposal	$35,054.00	$37,018.00	No	Partial Cost Recovery
Additional fee when a public hearing is required	per hearing		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	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	per meeting/ report	$5,836.00	$6,163.00	Yes	Partial Cost Recovery
Lodgement fee. This applies to mapping changes, adding/removing a heritage item, changing the wording of a clause or adding/removing a use in a zoning table that requires complex assessment or mapping changes. These fees also applies for sites with complex planning issues, proposals involving multiples sites or sites that are over 5000sqm in area.	per proposal	$75,963.00	$80,217.00	No	Full Cost Recovery
Additional fee when a public hearing is required	per hearing	At cost	At cost	No	Full Cost Recovery
Additional fee when extra time or studies or work are required post gateway approval	per proposal	At cost	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	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	$2,466.00	Yes	Full Cost Recovery
Lodgement fee including advertising	per amendment	$35,054.00	$37,018.00	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Community, Arts & Culture					
Adolescent & Family Counselling Service					
Dad's parenting program	per session	$25.00	$25.00	Yes	Partial Cost Recovery
Parenting program	per 4 sessions	$50.00	Deleted Fee	Yes	Partial Cost Recovery
Community Arts & Culture					
Market fee	per day	$75.00	$75.00	Yes	Partial Cost Recovery
Marquee hire - fee passed on to single stall holder	per day	At Cost	At Cost	Yes	Full Cost Recovery
Marquee hire split fee - fee passed on to multiple stall holders	per day	At Cost	At Cost	Yes	Full Cost Recovery
Community Arts & Culture - Avalon Creative Space					
Workshop 1 - space hire hour	per hour	$25.00	$30.00	Yes	Partial Cost Recovery
Workshop 1 - space hire half day (3hrs)	per half day	$45.00	$50.00	Yes	Partial Cost Recovery
Workshop 1 - space hire day	per day	$75.00	$80.00	Yes	Partial Cost Recovery
Workshop 2 - space hire hour	per hour	$15.00	$15.00	Yes	Partial Cost Recovery
Workshop 2 - space hire half day (3hrs)	per half day	$35.00	$40.00	Yes	Partial Cost Recovery
Workshop 2 - space hire day	per day	$55.00	$60.00	Yes	Partial Cost Recovery
Studio 1	per week	$70.00	$74.00	Yes	Partial Cost Recovery
Studio 1 - shared	per week	$40.00	$43.00	Yes	Partial Cost Recovery
Studio 2	per week	$150.00	$159.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Community Arts & Culture - Creative Space					
Pop-up hire - Makers Shop	per week	$150.00	$159.00	Yes	Partial Cost Recovery
Pop-up hire - Makers Shop	per day	$40.00	$43.00	Yes	Partial Cost Recovery
Pop-up hire medium - Creative Pop-up	per day	$55.00	$60.00	Yes	Partial Cost Recovery
Studio	per week	$70.00	$74.00	Yes	Partial Cost Recovery
Studio - shared	per week	$40.00	$43.00	Yes	Partial Cost Recovery
Exhibition – Solo	per week	$160.00	$170.00	Yes	Partial Cost Recovery
Exhibition – Group	per week	$215.00	$230.00	Yes	Partial Cost Recovery
Community Arts & Culture - Creative Spaces, Curl Curl and others					
Studio	per day	Zero	Zero	No	Zero Cost Recovery
Studio 1 - shared	per week	$45.00	$48.00	Yes	Partial Cost Recovery
Studio 1 - large	per week	$80.00	$85.00	Yes	Partial Cost Recovery
Studio 2	per week	$65.00	$69.00	Yes	Partial Cost Recovery
Studio 3	per week	$65.00	$69.00	Yes	Partial Cost Recovery
Studio 4	per week	$65.00	$69.00	Yes	Partial Cost Recovery
Studio 5 - shared	per week	$35.00	$37.00	Yes	Partial Cost Recovery
Studio 5 - outdoor	per week	$65.00	$69.00	Yes	Partial Cost Recovery
Makers Shop - day	per day	$32.00	$34.00	Yes	Partial Cost Recovery
Makers Shop - week (4-7days)	per week	$106.00	$112.00	Yes	Partial Cost Recovery
Gallery Space hire – non-exhibition hourly	per hour	$22.00	$24.00	Yes	Partial Cost Recovery
Gallery Space hire – non-exhibition half day	per half day	$43.00	$46.00	Yes	Partial Cost Recovery
Exhibition half gallery	per week	$195.00	$206.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Exhibition solo	per week	$270.00	$286.00	Yes	Partial Cost Recovery
Exhibition group	per week	$385.00	$407.00	Yes	Partial Cost Recovery
Exhibition commercial	per week	$1,070.00	$1,130.00	Yes	Partial Cost Recovery
Community Centres - Administration Charges					
Floor damage charge	per instance	As per quote	As per quote	Yes	Partial Cost Recovery
Discount for not for profit organisations and groups	per hire	35% deduction off hire fee	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	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	Zero	Yes	Zero Cost Recovery
Art exhibition screen fee	per screen	$40.00	$45.00	Yes	Full Cost Recovery
Art exhibition/workshop per room	per day	Five x hire fee per room/hall	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	$300.00	No	Full Cost Recovery
Casual hirer - refundable bond - (b) medium risk function or activity	per hire	$500.00	$500.00	No	Full Cost Recovery
Casual hirer - refundable bond - (c) high risk function or activity	per hire	$1,000.00	$1,000.00	No	Full Cost Recovery
Casual hirer - refundable bond - (d) special event / high risk function	per hire	$1,500.00	$1,500.00	No	Full Cost Recovery
Casual hirer - refundable bond - (e) meeting 1.5 - 3 hours	per hire		Deleted Fee	No	Full Cost Recovery
Administration fee - applies when a booking that has already been confirmed is amended. Charged multiple times per change for large changes of two dates or more (not to exceed full booking fee)	per charge	$40.00	$45.00	Yes	Partial Cost Recovery
Cancellation fee within two weeks of booking	per instance	Rental amount	Rental amount	Yes	Partial Cost Recovery
Cancellation fee outside two weeks of booking (not to exceed full booking fee)	per instance	$40.00	$45.00	Yes	Partial Cost Recovery
Non return of key (after 5 days of hire period completion)	per instance	$100.00	$106.00	Yes	Partial Cost Recovery
Charge to open centre/ callout fee	per instance	$330.00	$349.00	Yes	Full Cost Recovery
Regular hirer - late payment fee	per instance	$40.00	$45.00	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	$130.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Extra bin required	per bin	$30.00	$35.00	Yes	Partial Cost Recovery
Extra cleaning required	per hour	$80.00	$85.00	Yes	Full Cost Recovery
Extra key/swipe card - requested or replacement	per key	$80.00	$80.00	Yes	Partial Cost Recovery
Election rate	per day	$1,350.00	$1,350.00	Yes	Partial Cost Recovery
Kiln firing Small	per firing	$45.00	$50.00	Yes	Partial Cost Recovery
Kiln firing Medium	per firing	$50.00	$60.00	Yes	Partial Cost Recovery
Kiln firing Large	per firing	$60.00	$70.00	Yes	Partial Cost Recovery
Storage fee small	per year	$65.00	$70.00	Yes	Partial Cost Recovery
Storage fee medium	per year	$110.00	$120.00	Yes	Partial Cost Recovery
Storage fee large	per year	$165.00	$170.00	Yes	Partial Cost Recovery
Storage fee extra large	per year	$330.00	$350.00	Yes	Partial Cost Recovery
Community Centres - Allambie Public Hall					
Concession	per hour	$9.10	$9.60	Yes	Partial Cost Recovery
Not for profit	per hour	$19.60	$20.70	Yes	Partial Cost Recovery
Hire fee	per hour	$30.20	$31.90	Yes	Partial Cost Recovery
Function	per hour	$54.00	$58.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Community Centres - Avalon Recreation Centre					
Main Hall - concession	per hour	$16.10	$17.00	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	$34.70	$36.60	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	$53.40	$57.00	Yes	Partial Cost Recovery
Main Hall - function	per hour	$96.00	$102.00	Yes	Partial Cost Recovery
Early Childhood Centre - concession	per hour	$7.80	$8.20	Yes	Partial Cost Recovery
Early Childhood Centre - not for profit	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
Early Childhood Centre - hire fee	per hour	$26.20	$27.70	Yes	Partial Cost Recovery
Meeting Room - concession	per hour	$5.40	$5.70	Yes	Partial Cost Recovery
Meeting Room - not for profit	per hour	$11.80	$12.50	Yes	Partial Cost Recovery
Meeting Room - hire fee	per hour	$18.30	$19.30	Yes	Partial Cost Recovery
Avalon Annexe - concession	per hour	$11.90	$12.60	Yes	Partial Cost Recovery
Avalon Annexe - not for profit	per hour	$26.00	$27.50	Yes	Partial Cost Recovery
Avalon Annexe - hire fee	per hour	$39.80	$42.00	Yes	Partial Cost Recovery
Avalon Annexe - function	per hour	$71.00	$75.00	Yes	Partial Cost Recovery
Activity Room 1 - concession	per hour	$7.80	$8.20	Yes	Partial Cost Recovery
Activity Room 1 - not for profit	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
Activity Room 1 - hire fee	per hour	$26.20	$27.70	Yes	Partial Cost Recovery
Activity Room 1 - function	per hour	$47.00	$50.00	Yes	Partial Cost Recovery
Activity Room 2 - concession	per hour	$11.90	$12.60	Yes	Partial Cost Recovery
Activity Room 2 - not for profit	per hour	$26.00	$27.50	Yes	Partial Cost Recovery
Activity Room 2 - hire fee	per hour	$39.80	$42.00	Yes	Partial Cost Recovery
Activity Room 2 - function	per hour	$71.00	$75.00	Yes	Partial Cost Recovery
Activity Room 3 - concession	per hour	$7.80	$8.20	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Activity Room 3 - not for profit	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
Activity Room 3 - hire fee	per hour	$26.20	$27.70	Yes	Partial Cost Recovery
Activity Room 3 - function	per hour	$47.00	$50.00	Yes	Partial Cost Recovery
Activity Room 4 - concession	per hour	$11.90	$12.60	Yes	Partial Cost Recovery
Activity Room 4 - hire fee	per hour	$39.80	$42.00	Yes	Partial Cost Recovery
Activity Room 4 - not for profit	per hour	$26.00	$27.50	Yes	Partial Cost Recovery
Activity Room 4 - function	per hour	$71.00	$75.00	Yes	Partial Cost Recovery
Community Centres - Beacon Hill War Memorial Hall					
Main Hall - concession	per hour	$13.00	$13.70	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	$28.10	$29.70	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	$43.20	$45.60	Yes	Partial Cost Recovery
Main Hall - function	per hour	$77.00	$82.00	Yes	Partial Cost Recovery
Lower Hall - concession	per hour	$7.80	$8.20	Yes	Partial Cost Recovery
Lower Hall - not for profit	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
Lower Hall - hire fee	per hour	$26.20	$27.70	Yes	Partial Cost Recovery
Lower Hall - function	per hour	$47.00	$50.00	Yes	Partial Cost Recovery
Meeting Room - concession	per hour	$5.40	$5.70	Yes	Partial Cost Recovery
Meeting Room - not for profit	per hour	$11.80	$12.50	Yes	Partial Cost Recovery
Meeting Room - hire fee	per hour	$18.30	$19.30	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Community Centres - Belrose Community Centre					
Concession	per hour	$9.10	$9.60	Yes	Partial Cost Recovery
Not for profit	per hour	$19.60	$20.70	Yes	Partial Cost Recovery
Hire fee	per hour	$30.20	$31.90	Yes	Partial Cost Recovery
Function	per hour	$54.00	$58.00	Yes	Partial Cost Recovery
Belrose Children's Centre rate	per hour	$10.00	$11.00	No	Partial Cost Recovery
Community Centres - Bilarong Community Hall					
Bilarong Community Hall - concession	per hour	$11.90	$12.60	Yes	Partial Cost Recovery
Bilarong Community Hall - not for profit	per hour	$25.90	$27.40	Yes	Partial Cost Recovery
Bilarong Community Hall - hire fee	per hour	$39.80	$42.00	Yes	Partial Cost Recovery
Bilarong Community Hall - function	per hour	$71.00	$75.00	Yes	Partial Cost Recovery
Bilarong Meeting Room - concession	per hour	$5.40	$5.70	Yes	Partial Cost Recovery
Bilarong Meeting Room - not for profit	per hour	$11.80	$12.50	Yes	Partial Cost Recovery
Bilarong Meeting Room - hire fee	per hour	$18.30	$19.30	Yes	Partial Cost Recovery
Community Centres - Brookvale Community Centre					
North and South Halls - concession	per hour	$7.80	$8.20	Yes	Partial Cost Recovery
North and South Halls - not for profit	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
North and South Halls - hire fee	per hour	$26.20	$27.70	Yes	Partial Cost Recovery
North and South Halls - function	per hour	$47.00	$50.00	Yes	Partial Cost Recovery
North Hall - Community Northern Beaches	per week	$153.00	$162.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
West Hall - concession	per hour	$5.40	$5.70	Yes	Partial Cost Recovery
West Hall - not for profit	per hour	$11.80	$12.50	Yes	Partial Cost Recovery
West Hall - hire fee	per hour	$18.30	$19.30	Yes	Partial Cost Recovery
West Hall - Community Northern Beaches	per week	$88.00	$93.00	Yes	Partial Cost Recovery
Community Centres - Collaroy Plateau Progress Hall					
Collaroy Plateau Community Kindergarten rate	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
Community Centres - Collaroy Plateau Youth & Community Centre					
Concession	per hour	$9.60	$10.10	Yes	Partial Cost Recovery
Not-for-profit	per hour	$20.70	$21.90	Yes	Partial Cost Recovery
Hire fee	per hour	$31.80	$33.60	Yes	Partial Cost Recovery
Function	per hour	$58.00	$62.00	Yes	Partial Cost Recovery
Railway Modellers	per week	$132.00	$140.00	Yes	Partial Cost Recovery
Community Centres - Collaroy Swim Club					
Concession	per hour	$9.60	$10.10	Yes	Partial Cost Recovery
Not for profit	per hour	$20.70	$21.90	Yes	Partial Cost Recovery
Hire fee	per hour	$31.80	$33.60	Yes	Partial Cost Recovery
Function	per hour	$58.00	$62.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Community Centres - Cromer Community Centre					
Main Hall - concession	per hour	$11.90	$12.60	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	$26.00	$27.50	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	$39.80	$42.00	Yes	Partial Cost Recovery
Main Hall - function	per hour	$71.00	$75.00	Yes	Partial Cost Recovery
Lounge - concession	per hour	$11.90	$12.60	Yes	Partial Cost Recovery
Lounge - not for profit	per hour	$26.00	$27.50	Yes	Partial Cost Recovery
Lounge - hire fee	per hour	$39.80	$42.00	Yes	Partial Cost Recovery
Lounge - function	per hour	$71.00	$75.00	Yes	Partial Cost Recovery
Art & Craft Room - concession	per hour	$7.80	$8.20	Yes	Partial Cost Recovery
Art & Craft Room - not for profit	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
Art & Craft Room - hire fee	per hour	$26.20	$27.70	Yes	Partial Cost Recovery
Art & Craft Room - function	per hour	$47.00	$50.00	Yes	Partial Cost Recovery
Board Room - concession	per hour	$7.80	$8.20	Yes	Partial Cost Recovery
Board Room - not for profit	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
Board Room - hire fee	per hour	$26.20	$27.70	Yes	Partial Cost Recovery
Board Room - Community rate	per week	$143.00	$152.00	Yes	Partial Cost Recovery
Gallery - concession	per hour	$7.80	$8.20	Yes	Partial Cost Recovery
Gallery - not for profit	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
Gallery - hire fee	per hour	$26.20	$27.70	Yes	Partial Cost Recovery
Office /Meeting Rooms - concession	per hour	$13.70	$14.50	Yes	Partial Cost Recovery
Office /Meeting Rooms - not for profit	per hour	$29.60	$31.30	Yes	Partial Cost Recovery
Office /Meeting Rooms - hire fee	per hour	$45.50	$48.10	Yes	Partial Cost Recovery
Office /Meeting Rooms - per week	per week	$317.00	$335.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Main Hall and Gallery - Northern Beaches Council Vacation Care rate	per hour	$21.00	$23.00	No	Partial Cost Recovery
External showers / toilet	per season	$456.00	$482.00	Yes	Partial Cost Recovery
Community Centres - Curl Curl Sports Centre					
Concession	per hour	$9.60	$10.10	Yes	Partial Cost Recovery
Not for profit	per hour	$20.70	$21.90	Yes	Partial Cost Recovery
Hire fee	per hour	$31.80	$33.60	Yes	Partial Cost Recovery
Function	per hour	$58.00	$62.00	Yes	Partial Cost Recovery
Manly Warringah Netball Association rate	per hour	$6.00	$7.00	Yes	Partial Cost Recovery
Community Centres - Curl Curl Youth & Community Centre					
Main Hall - concession	per hour	$16.10	$17.00	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	$34.70	$36.60	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	$53.40	$56.40	Yes	Partial Cost Recovery
Main Hall - function	per hour	$96.00	$102.00	Yes	Partial Cost Recovery
Meeting Room - concession	per hour	$5.40	$5.70	Yes	Partial Cost Recovery
Meeting Room - not for profit	per hour	$11.80	$12.50	Yes	Partial Cost Recovery
Meeting Room - hire fee	per hour	$18.30	$19.30	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Community Centres - Elanora Heights Community Centre					
Main Hall - concession	per hour	$11.90	$12.60	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	$26.00	$27.50	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	$39.80	$42.00	Yes	Partial Cost Recovery
Main Hall - function	per hour	$71.00	$75.00	Yes	Partial Cost Recovery
Main Hall - Elanora Heights Community Preschool rate	per hour	$15.00	$16.00	Yes	Partial Cost Recovery
Community Centres - Forest Community Arts Centre					
Heather Flawith Meeting Room - concession	per hour	$7.80	$8.20	Yes	Partial Cost Recovery
Heather Flawith Meeting Room - not for profit	per hour	$16.90	$17.90	Yes	Partial Cost Recovery
Heather Flawith Meeting Room - hire fee	per hour	$26.20	$27.70	Yes	Partial Cost Recovery
Heather Flawith Meeting Room - function	per hour	$47.00	$50.00	Yes	Partial Cost Recovery
Classrooms/Studio - concession	per hour	$6.90	$7.30	Yes	Partial Cost Recovery
Classrooms/Studio - not for profit	per hour	$14.80	$15.60	Yes	Partial Cost Recovery
Classrooms/Studio - hire fee	per hour	$22.70	$24.00	Yes	Partial Cost Recovery
Classrooms/Studio - function	per hour	$41.00	$44.00	Yes	Partial Cost Recovery
Lorikeet Meeting Room - concession	per hour	$5.40	$5.70	Yes	Partial Cost Recovery
Lorikeet Meeting Room - not for profit	per hour	$11.80	$12.50	Yes	Partial Cost Recovery
Lorikeet Meeting Room - hire fee	per hour	$18.30	$19.30	Yes	Partial Cost Recovery
Pottery Room - concession	per hour	$6.90	$7.30	Yes	Partial Cost Recovery
Pottery Room - not for profit	per hour	$14.80	$15.60	Yes	Partial Cost Recovery
Pottery Room - hire fee	per hour	$22.70	$24.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Community Centres - Forest Youth Centre - Yoyos					
Concession	per hour	$9.10	$9.60	Yes	Partial Cost Recovery
Not for profit	per hour	$19.60	$20.70	Yes	Partial Cost Recovery
Hire fee	per hour	$30.20	$31.90	Yes	Partial Cost Recovery
Function	per hour	$54.00	$58.00	Yes	Partial Cost Recovery
Community Centres - Forestville Community Hall					
Concession	per hour	$9.60	$10.10	Yes	Partial Cost Recovery
Not for profit	per hour	$20.70	$21.90	Yes	Partial Cost Recovery
Hire fee	per hour	$31.80	$33.60	Yes	Partial Cost Recovery
Function	per hour	$58.00	$62.00	Yes	Partial Cost Recovery
Workshop	per week	$70.00	$74.00	Yes	Partial Cost Recovery
Northern Beaches Council Vacation Care rate	per hour	$21.00	$23.00	No	Partial Cost Recovery
Community Centres - Forestville Memorial Hall					
Concession	per hour	$13.70	$14.50	Yes	Partial Cost Recovery
Not for profit	per hour	$29.60	$31.30	Yes	Partial Cost Recovery
Hire fee	per hour	$45.50	$48.10	Yes	Partial Cost Recovery
Function	per hour	$82.00	$87.00	Yes	Partial Cost Recovery
Meeting Room 2/Kitchen - concession	per hour	$5.40	$5.70	Yes	Partial Cost Recovery
Meeting Room 2/Kitchen - not for profit	per hour	$11.80	$12.50	Yes	Partial Cost Recovery
Meeting Room 2/Kitchen - hire fee	per hour	$18.30	$19.30	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Computer Pals rate	per week	$98.00	$104.00	Yes	Partial Cost Recovery
Warringah Aquatic Centre rate	per hour	$31.00	$33.00	No	Partial Cost Recovery
Community Centres - Forestville Seniors Citizen Centre					
Main Hall - concession	per hour	$11.90	$12.60	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	$26.00	$27.50	Yes	Partial Cost Recovery
Office - Early Education rate (two offices)	per office per week	$99.00	$105.00	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	$39.80	$42.00	Yes	Partial Cost Recovery
Main Hall - function	per hour	$71.00	$75.00	Yes	Partial Cost Recovery
Forest Room - concession	per hour	$7.80	$8.20	Yes	Partial Cost Recovery
Forest Room - not for profit	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
Forest Room - hire fee	per hour	$26.20	$27.70	Yes	Partial Cost Recovery
Forest Room - function	per hour	$47.00	$50.00	Yes	Partial Cost Recovery
Meeting Room - concession	per hour	$5.40	$5.70	Yes	Partial Cost Recovery
Meeting Room - not for profit	per hour	$11.80	$12.50	Yes	Partial Cost Recovery
Meeting Room - hire fee	per hour	$18.30	$19.30	Yes	Partial Cost Recovery
Community Centres - Griffith Park Sports Facility					
Community Room - concession	per hour	$7.80	$8.20	Yes	Partial Cost Recovery
Community Room - not for profit	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
Community Room - hire fee	per hour	$26.20	$27.70	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Community Centres - Harbord Literary Institute					
Main Hall - concession	per hour	$9.60	$10.10	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	$20.70	$21.90	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	$31.80	$33.60	Yes	Partial Cost Recovery
Main Hall - function	per hour	$58.00	$62.00	Yes	Partial Cost Recovery
Meeting Room - concession	per hour	$5.40	$5.70	Yes	Partial Cost Recovery
Meeting Room - not for profit	per hour	$11.80	$12.50	Yes	Partial Cost Recovery
Meeting Room - hire fee	per hour	$18.30	$19.30	Yes	Partial Cost Recovery
Main Hall/Meeting Room - Harbord Community Kindergarten rate	per hour	$16.00	$17.00	Yes	Partial Cost Recovery
Community Centres - Lionel Watts Sports and Community Centre					
Concession	per hour	$9.10	$9.60	Yes	Partial Cost Recovery
Not for profit	per hour	$19.60	$20.70	Yes	Partial Cost Recovery
Hire fee	per hour	$30.20	$31.90	Yes	Partial Cost Recovery
Function	per hour	$54.00	$58.00	Yes	Partial Cost Recovery
Community Centres - Manly Seniors Centre					
Hall - concession	per hour	$13.70	$14.50	Yes	Partial Cost Recovery
Hall - not for profit	per hour	$29.60	$31.30	Yes	Partial Cost Recovery
Hall - hire fee	per hour	$45.50	$48.10	Yes	Partial Cost Recovery
Hall - function	per hour	$82.00	$87.00	Yes	Partial Cost Recovery
Activity Room - concession	per hour	$11.90	$12.60	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Activity Room - not for profit	per hour	$26.00	$27.50	Yes	Partial Cost Recovery
Activity Room - hire fee	per hour	$39.80	$42.00	Yes	Partial Cost Recovery
Activity Room - function	per hour	$71.00	$75.00	Yes	Partial Cost Recovery
Computer Pals Rate	per week	$30.00	$32.00	Yes	Partial Cost Recovery
Community Centres - Manly Vale Community Centres					
Concession	per hour	$9.60	$10.10	Yes	Partial Cost Recovery
Not for profit	per hour	$20.70	$21.90	Yes	Partial Cost Recovery
Hire fee	per hour	$31.80	$33.60	Yes	Partial Cost Recovery
Function	per hour	$58.00	$62.00	Yes	Partial Cost Recovery
Manly Vale Community Kindergarten rate	per hour	$13.00	$14.00	Yes	Partial Cost Recovery
Northern Beaches Council Vacation Care rate	per hour	$21.00	$23.00	No	Partial Cost Recovery
Warringah Print Workshop	per week	$184.00	$195.00	Yes	Partial Cost Recovery
Community Centres - Manly Youth & Community Centre					
Hall - concession	per hour	$13.70	$14.50	Yes	Partial Cost Recovery
Hall - not for profit	per hour	$29.60	$31.30	Yes	Partial Cost Recovery
Hall - hire fee	per hour	$45.50	$48.10	Yes	Partial Cost Recovery
Hall - function	per hour	$82.00	$87.00	Yes	Partial Cost Recovery
Activity Room - concession	per hour	$7.80	$8.20	Yes	Partial Cost Recovery
Activity Room - not for profit	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
Activity Room - hire fee	per hour	$26.20	$27.70	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Small Meeting Room - concession	per hour	$5.40	$5.70	Yes	Partial Cost Recovery
Small Meeting Room - not for profit	per hour	$11.80	$12.50	Yes	Partial Cost Recovery
Small Meeting Room - hire fee	per hour	$18.30	$19.30	Yes	Partial Cost Recovery
Activity Room - function	per hour	$47.00	$49.60	Yes	Partial Cost Recovery
Large Meeting Room - not for profit	per hour	$20.70	$21.90	Yes	Partial Cost Recovery
Large Meeting Room - hire fee	per hour	$31.80	$33.60	Yes	Partial Cost Recovery
Large Meeting Room - concession	per hour	$9.60	$10.10	Yes	Partial Cost Recovery
Community Centres - Mona Vale Memorial Hall					
Main Hall - concession	per hour	$13.70	$14.50	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	$29.60	$31.30	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	$45.50	$48.10	Yes	Partial Cost Recovery
Main Hall - function	per hour	$82.00	$87.00	Yes	Partial Cost Recovery
Meeting Room - concession	per hour	$7.80	$8.20	Yes	Partial Cost Recovery
Meeting Room - not for profit	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
Meeting Room - hire fee	per hour	$26.20	$27.70	Yes	Partial Cost Recovery
Community Centres - Mona Vale Performance Space					
Control Room - concession	per hour	$5.40	$5.70	Yes	Partial Cost Recovery
Control Room - hire fee	per hour	$18.30	$19.30	Yes	Partial Cost Recovery
Control Room - not for profit	per hour	$11.80	$12.50	Yes	Partial Cost Recovery
Performance Space Technician Monday to Friday	per hour		$70.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Performance Space Technician Weekends	per hour		$90.00	Yes	Partial Cost Recovery
Performance Space - concession	per hour	$13.70	$14.50	Yes	Partial Cost Recovery
Performance Space - not for profit	per hour	$29.60	$31.30	Yes	Partial Cost Recovery
Performance Space - hire fee	per hour	$45.50	$48.10	Yes	Partial Cost Recovery
Performance Space - function / performance / event	per hour	$82.00	$87.00	Yes	Partial Cost Recovery
Community Centres - Narraweena Community Centre					
Main Hall - concession	per hour	$9.60	$10.10	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	$20.70	$21.90	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	$31.80	$33.60	Yes	Partial Cost Recovery
Main Hall - function	per hour	$58.00	$62.00	Yes	Partial Cost Recovery
East or West Hall - concession	per hour	$7.80	$8.20	Yes	Partial Cost Recovery
East or West Hall - not for profit	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
East or West Hall - hire fee	per hour	$26.20	$27.70	Yes	Partial Cost Recovery
East or West Hall - function	per hour	$47.00	$50.00	Yes	Partial Cost Recovery
Community Centres - Nelson Heather Centre					
Angophora/Banksia Room - concession	per hour	$11.90	$12.60	Yes	Partial Cost Recovery
Angophora/Banksia Room - not for profit	per hour	$26.00	$27.50	Yes	Partial Cost Recovery
Angophora/Banksia Room - hire fee	per hour	$39.80	$42.00	Yes	Partial Cost Recovery
Angophora/Banksia Room - function	per hour	$71.00	$75.00	Yes	Partial Cost Recovery
Waratah Room - concession	per hour	$7.80	$8.20	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Waratah Room - not for profit	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
Waratah Room - hire fee	per hour	$26.20	$27.70	Yes	Partial Cost Recovery
Peninsula Bridge Club	per annum	$13,758.00	$14,529.00	Yes	Partial Cost Recovery
Community Centres - Newport Community Centre					
Large Meeting Room - concession	per hour		$8.20	Yes	Partial Cost Recovery
Large Meeting Room - hire fee	per hour		$27.70	Yes	Partial Cost Recovery
Large Meeting Room - not for profit	per hour		$18.00	Yes	Partial Cost Recovery
Small Meeting Room - concession	per hour		$5.70	Yes	Partial Cost Recovery
Small Meeting Room - hire fee	per hour		$19.30	Yes	Partial Cost Recovery
Small Meeting Room - not for profit	per hour		$12.50	Yes	Partial Cost Recovery
Main Hall - concession	per hour	$13.70	$14.50	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	$29.60	$31.30	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	$45.50	$48.10	Yes	Partial Cost Recovery
Main Hall - function	per hour	$82.00	$87.00	Yes	Partial Cost Recovery
Activity Room 1 & 2- concession	per hour	$11.90	$12.60	Yes	Partial Cost Recovery
Activity Room 1 & 2 - not for profit	per hour	$26.00	$27.50	Yes	Partial Cost Recovery
Activity 1 & 2 - hire fee	per hour	$39.80	$42.00	Yes	Partial Cost Recovery
Activity 1 & 2 - function	per hour	$71.00	$75.00	Yes	Partial Cost Recovery
Tennis Court Hire - Tennis Courts 1 & 2 - court hire	per hour	$17.00	$17.40	Yes	Partial Cost Recovery
Tennis Court Hire - Tennis Courts 1 & 2 - coaching rate	per hour	$22.00	$24.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Community Centres - North Balgowlah Community Centre					
Top or Lower Hall - concession	per hour	$11.20	$11.80	Yes	Partial Cost Recovery
Top or Lower Hall - not for profit	per hour	$18.40	$19.40	Yes	Partial Cost Recovery
Top or Lower Hall - hire fee	per hour	$29.00	$30.60	Yes	Partial Cost Recovery
Lower Hall - function	per hour	$52.00	$55.00	Yes	Partial Cost Recovery
Craft Room - concession	per hour	$5.40	$5.70	Yes	Partial Cost Recovery
Craft Room - not for profit	per hour	$11.80	$12.50	Yes	Partial Cost Recovery
Craft Room - hire fee	per hour	$18.30	$19.30	Yes	Partial Cost Recovery
Community Centres - North Curl Curl Community Centre					
Hall - concession	per hour	$13.70	$14.50	Yes	Partial Cost Recovery
Hall - not for profit	per hour	$29.60	$31.30	Yes	Partial Cost Recovery
Hall - hire fee	per hour	$45.50	$48.10	Yes	Partial Cost Recovery
Hall - function	per hour	$82.00	$87.00	Yes	Partial Cost Recovery
Meeting Room - concession	per hour	$5.40	$5.70	Yes	Partial Cost Recovery
Meeting Room - not for profit	per hour	$11.80	$12.50	Yes	Partial Cost Recovery
Meeting Room - hire fee	per hour	$18.30	$19.30	Yes	Partial Cost Recovery
Community Centres - North Narrabeen Community & Tennis Centre					
Main Hall - concession	per hour	$11.90	$12.60	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	$26.00	$27.50	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	$39.80	$42.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Main Hall - function	per hour	$71.00	$75.00	Yes	Partial Cost Recovery
Main Hall - Elanora Players rehearsal rate	per hour	$11.00	$12.00	Yes	Partial Cost Recovery
Main Hall and Middle Hall - Elanora Players production rate	per day	$75.00	$80.00	Yes	Partial Cost Recovery
Middle Hall - concession	per hour	$7.80	$8.20	Yes	Partial Cost Recovery
Middle Hall - not for profit	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
Middle Hall - hire fee	per hour	$26.20	$27.70	Yes	Partial Cost Recovery
Middle Hall - Narrabeen Community Kindergarten rate	per hour	$10.00	$11.00	Yes	Partial Cost Recovery
Small Hall - concession	per hour	$7.80	$8.20	Yes	Partial Cost Recovery
Small Hall - not for profit	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
Small Hall - hire fee	per hour	$26.20	$27.70	Yes	Partial Cost Recovery
Small Hall - Narrabeen Community Kindergarten rate	per hour	$9.00	$10.00	Yes	Partial Cost Recovery
Tennis Court Hire - Tennis Courts 1 & 2 - court hire	per hour	$17.00	$18.00	Yes	Partial Cost Recovery
Tennis Court Hire - Tennis Courts 1 & 2 - coaching rate	per hour	$22.00	$24.00	Yes	Partial Cost Recovery
Community Centres - Oxford Falls Peace Park					
Concession	per hour	$9.10	$9.60	Yes	Partial Cost Recovery
Not for profit	per hour	$19.60	$20.70	Yes	Partial Cost Recovery
Hire fee	per hour	$30.20	$31.90	Yes	Partial Cost Recovery
Function	per hour	$54.00	$58.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Community Centres - Seaforth Community Centre					
Concession	per hour	$17.90	$18.90	Yes	Partial Cost Recovery
Not for profit	per hour	$38.40	$40.60	Yes	Partial Cost Recovery
Hire fee	per hour	$59.70	$63.00	Yes	Partial Cost Recovery
Function	per hour	$105.00	$111.00	Yes	Partial Cost Recovery
Seaforth Primary OSHCare rate	per hour	$29.00	$31.00	Yes	Partial Cost Recovery
Community Centres - Seaforth Oval Sporting & Community Pavilion					
Concession	per hour	$13.70	$14.50	Yes	Partial Cost Recovery
Not for profit	per hour	$29.60	$31.30	Yes	Partial Cost Recovery
Hire fee	per hour	$45.50	$48.10	Yes	Partial Cost Recovery
Function	per hour	$82.00	$87.00	Yes	Partial Cost Recovery
Community Centres - Seaforth Village Community Centre					
Concession	per hour	$9.60	$10.10	Yes	Partial Cost Recovery
Not for profit	per hour	$20.70	$21.90	Yes	Partial Cost Recovery
Hire fee	per hour	$31.80	$33.60	Yes	Partial Cost Recovery
Function	per hour	$58.00	$62.00	Yes	Partial Cost Recovery
Community Centres - Ted Blackwood Narrabeen Youth and Community Centre					
Main Hall - concession	per hour	$13.70	$14.50	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	$29.60	$31.30	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	$45.50	$48.10	Yes	Partial Cost Recovery
Main Hall - function	per hour	$82.00	$87.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Community Centres - Terrey Hills Community Centre					
Main Hall - concession	per hour	$9.10	$9.60	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	$19.60	$20.70	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	$30.20	$31.90	Yes	Partial Cost Recovery
Main Hall - function	per hour	$54.00	$58.00	Yes	Partial Cost Recovery
Meeting Room - concession	per hour	$5.40	$5.70	Yes	Partial Cost Recovery
Meeting Room - not for profit	per hour	$11.80	$12.50	Yes	Partial Cost Recovery
Meeting Room - hire fee	per hour	$18.30	$19.30	Yes	Partial Cost Recovery
Helen Coleman Room - Computer Pals rate	per week	$99.00	$105.00	Yes	Partial Cost Recovery
Radio Northern Beaches	per month	$1,195.00	$1,262.00	Yes	Partial Cost Recovery
Community Centres - Tramshed Community Arts Centre					
Tramshed Hall - concession	per hour	$9.10	$9.60	Yes	Partial Cost Recovery
Tramshed Hall - not for profit	per hour	$19.60	$20.70	Yes	Partial Cost Recovery
Tramshed Hall - hire fee	per hour	$30.20	$31.90	Yes	Partial Cost Recovery
Tramshed Hall - function	per hour	$54.00	$58.00	Yes	Partial Cost Recovery
Berry Hall - concession	per hour	$11.90	$12.60	Yes	Partial Cost Recovery
Berry Hall - not for profit	per hour	$26.00	$27.50	Yes	Partial Cost Recovery
Berry Hall - hire fee	per hour	$39.80	$42.00	Yes	Partial Cost Recovery
Berry Hall- function	per hour	$71.00	$75.00	Yes	Partial Cost Recovery
Lakeview Hall - concession	per hour	$13.70	$14.50	Yes	Partial Cost Recovery
Lakeview Hall - not for profit	per hour	$29.60	$31.30	Yes	Partial Cost Recovery
Lakeview Hall - hire fee	per hour	$45.50	$48.10	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Lakeview Hall - function	per hour	$82.00	$87.00	Yes	Partial Cost Recovery
Lakeside Meeting Room - concession	per hour	$5.40	$5.70	Yes	Partial Cost Recovery
Lakeside Meeting Room - not for profit	per hour	$11.80	$12.50	Yes	Partial Cost Recovery
Lakeside Meeting Room - hire fee	per hour	$18.30	$19.30	Yes	Partial Cost Recovery
Pottery Room - concession	per hour	$6.90	$7.30	Yes	Partial Cost Recovery
Pottery Room - not for profit	per hour	$14.80	$15.60	Yes	Partial Cost Recovery
Pottery Room - hire fee	per hour	$22.80	$24.10	Yes	Partial Cost Recovery
Tramshed Meeting Room - concession	per hour	$5.40	$5.70	Yes	Partial Cost Recovery
Tramshed Meeting Room - not for profit	per hour	$11.80	$12.50	Yes	Partial Cost Recovery
Tramshed Meeting Room - hire fee	per hour	$18.30	$19.30	Yes	Partial Cost Recovery
Computer Pals rate	per week	$132.00	$140.00	Yes	Partial Cost Recovery
Community Development Fees					
Odawara Sister City fees	per item	At cost	At cost	Yes	Full Cost Recovery
Social media promotion fee	per promotion	At Cost	At Cost	Yes	Full Cost Recovery
Community Development Fees: Beverage and Snack Sales					
Snack sales (chips etc.) at events	per item	$1.10	$1.20	Yes	Full Cost Recovery
Snack sales (chips etc.) at events	per item	$1.10	$1.20	Yes	Partial Cost Recovery
Drink sales at events	per item	$2.30	$2.40	Yes	Full Cost Recovery
Drink sales at events	per item	$2.30	$2.40	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Community Development Fees: Community Events/Activities					
Minor scale event - community benefit event	per entry	Zero	Zero	Yes	Zero Cost Recovery
Minor scale event - small scale event	per entry	$5.00	$5.00	Yes	Partial Cost Recovery
Minor scale event	per entry	$10.00	$10.00	Yes	Partial Cost Recovery
Minor scale event - other	per entry	$15.00	$15.00	Yes	Partial Cost Recovery
Medium scale event	per entry	$20.00	$20.00	Yes	Partial Cost Recovery
Medium scale event - other	per entry	$25.00	$25.00	Yes	Partial Cost Recovery
Large scale or complex event	per entry	$30.00	$31.70	Yes	Partial Cost Recovery
Large scale or complex event - other	per entry	$35.00	$35.00	Yes	Partial Cost Recovery
Major scale event / small workshop	per entry	$40.00	$40.00	Yes	Partial Cost Recovery
Major scale event / small workshop - other	per entry	$50.00	$50.00	Yes	Partial Cost Recovery
Team entry to event e.g. 24/7 film festival, band competitions	per entry	$50.00	$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	$15.00	Yes	Partial Cost Recovery
Rental of Council equipment (safety barrier, PA, lighting etc.) - Commercial	per item per day	$30.00	$30.00	Yes	Partial Cost Recovery
Community Development Fees: General					
Large workshop	per workshop	$10.00	$10.00	Yes	Partial Cost Recovery
Conference (small)	per conference	$20.00	$20.00	Yes	Partial Cost Recovery
Conference (large)	per conference	$30.00	$30.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Community Development Fees: Merchandise Sales					
Small items e.g. DVD	per item	$5.00	$5.00	Yes	Full Cost Recovery
Small items e.g. DVD	per item	$5.00	$5.00	Yes	Partial Cost Recovery
Medium items e.g. t-shirts	per item	$10.00	$10.00	Yes	Full Cost Recovery
Medium items e.g. t-shirts	per item	$10.00	$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.	$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	$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.	$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.	$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 $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Glen Street Theatre - Box Office - Ticketing					
Mass Communication - Text	per item	Cost plus 10%	Cost plus 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	$2.20	Yes	Market Based Pricing
Booking fees - tickets $0.01 - $20.00	per ticket	$2.50	$2.50	Yes	Market Based Pricing
Booking fees - tickets $20.01 - $30.00	per ticket	$3.50	$3.50	Yes	Market Based Pricing
Booking fees - tickets $30.01 - $40.00	per ticket	$5.50	$5.50	Yes	Market Based Pricing
Booking fees - tickets $40.01 - $50.00	per ticket	$6.50	$6.50	Yes	Market Based Pricing
Booking fees - tickets $50.01 and above	per ticket	$7.50	$7.50	Yes	Market Based Pricing
Hirer promotion codes	per code	$77.00	$77.00	Yes	Market Based Pricing
Hirer show reschedule/cancellation fee	per ticket	$6.80	$6.80	Yes	Market Based Pricing
Hirer ticket build amendment fee	per change / amendment	$54.60	$54.60	Yes	Market Based Pricing
SMS delivery fee	per SMS		$0.20	Yes	Full Cost Recovery
Postage fee	per booking	$2.20	$2.20	Yes	Full Cost Recovery
Postage fee - 125g +	per booking	$3.40	$4.00	Yes	Full Cost Recovery
Transaction fee - internet	per booking	$5.50	$5.50	Yes	Market Based Pricing
Transaction fee - phone	per booking	$6.50	$6.50	Yes	Market Based Pricing
Transaction fee - counter	per booking	$6.50	$6.50	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Glen Street Theatre - Box Office - Ticketing - (ii) 1 January - 30 June					
Booking fees - tickets $0.00 (complimentary)	per ticket	$2.20	$2.20	Yes	Market Based Pricing
Booking fees - tickets $0.01 - $20.00	per ticket	$2.50	$2.50	Yes	Market Based Pricing
Booking fees - tickets $20.01 - $30.00	per ticket	$3.50	$3.50	Yes	Market Based Pricing
Booking fees - tickets $30.01 - $40.00	per ticket	$5.50	$5.50	Yes	Market Based Pricing
Booking fees - tickets $40.01 - $50.00	per ticket	$6.50	$6.50	Yes	Market Based Pricing
Booking fees - tickets $50.01 and above	per ticket	$7.50	$7.50	Yes	Market Based Pricing
Hirer promotion codes	per code	$77.00	$77.00	Yes	Market Based Pricing
Hirer show reschedule/cancellation fee	per ticket	$6.80	$6.80	Yes	Market Based Pricing
Hirer ticket build amendment fee	per change / amendment	$54.60	$54.60	Yes	Market Based Pricing
SMS delivery fee	per SMS		$0.20	Yes	Full Cost Recovery
Postage fee	per booking	$2.20	$2.20	Yes	Full Cost Recovery
Postage fee - 125g +	per booking	$3.40	$4.00	Yes	Full Cost Recovery
Transaction fee - internet	per booking	$5.50	$5.50	Yes	Market Based Pricing
Transaction fee - phone	per booking	$6.50	$6.50	Yes	Market Based Pricing
Transaction fee - counter	per booking	$6.50	$6.50	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Glen Street Theatre - Catering					
Bar sales	each	Market based pricing	Market based pricing	Yes	Market Based Pricing
Bar sales transaction fee	each		0.5% fee as applied by Point of Sale system	Yes	Full Cost Recovery
Catering Rider	per instance	Cost plus 10%	Cost plus 20%	Yes	Rate of Return Pricing (IRR)
Glen Street Theatre - Equipment Hire - Audio					
CD Player	per day	$47.60	$25.00	Yes	Market Based Pricing
CD Player	per week	$190.00	$100.00	Yes	Market Based Pricing
Comms Unit Wired (inc Headset)	per day	$40.70	$20.00	Yes	Market Based Pricing
Comms Unit Wired (inc Headset)	per week	$163.00	$80.00	Yes	Market Based Pricing
Comms Unit Wireless (inc Headset)	per day		$60.00	Yes	Market Based Pricing
Comms Unit Wireless (inc Headset)	per week		$240.00	Yes	Market Based Pricing
Di's	per day	$14.30	$10.00	Yes	Market Based Pricing
Di's	per week	$53.60	$40.00	Yes	Market Based Pricing
Microphone - Condenser (Wired)	per day	$46.40	$20.00	Yes	Market Based Pricing
Microphone - Condenser (Wired)	per week	$184.00	$80.00	Yes	Market Based Pricing
Microphone - Handheld/Lapel (Wireless)	per day	$92.00	$92.00	Yes	Market Based Pricing
Microphone - Handheld/Lapel (Wireless)	per week	$368.00	$368.00	Yes	Market Based Pricing
Microphone - Headset/Instrument (Wireless)	per day	$102.00	$102.00	Yes	Market Based Pricing
Microphone - Headset/Instrument (Wireless)	per week	$406.00	$406.00	Yes	Market Based Pricing
Microphone - Standard (Wired)	per day	$20.90	$18.00	Yes	Market Based Pricing
Microphone - Standard (Wired)	per week	$80.00	$72.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Monitor - Foldback	per day	$66.00	$60.00	Yes	Market Based Pricing
Monitor - Foldback	per week	$259.00	$240.00	Yes	Market Based Pricing
PA - Small	per day	$85.00	$200.00	Yes	Market Based Pricing
PA - Small	per week		$800.00	Yes	Market Based Pricing
PA - Medium	per day	$140.00	$260.00	Yes	Market Based Pricing
PA - Medium	per week		$1,040.00	Yes	Market Based Pricing
PA - Large	per day	$210.00	$320.00	Yes	Market Based Pricing
PA - Large	per week		$1,280.00	Yes	Market Based Pricing
Sound Desk - Analog	per day	$43.30	$43.30	Yes	Market Based Pricing
Sound Desk - Analog	per week	$172.00	$172.00	Yes	Market Based Pricing
Sound Desk - Digital	per day	$112.00	$250.00	Yes	Market Based Pricing
Sound Desk - Digital	per week	$444.00	$1,000.00	Yes	Market Based Pricing
Band Microphone stands Kit	per day		$133.00	Yes	Market Based Pricing
Band Microphone stands Kit	per week		$532.00	Yes	Market Based Pricing
Band Microphone Kit	per day		$284.00	Yes	Market Based Pricing
Band Microphone Kit	per week		$1,136.00	Yes	Market Based Pricing
Microphone Stand	per day		$7.00	Yes	Market Based Pricing
Microphone Stand	per week		$28.00	Yes	Market Based Pricing
Microphone Stand - Table	per day		$4.00	Yes	Market Based Pricing
Microphone Stand - Table	per week		$12.00	Yes	Market Based Pricing
Multitrack audio record	per recording		$225.00	Yes	Market Based Pricing
Stereo audio archival recording	per recording		$65.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Glen Street Theatre - Equipment Hire - AV					
AV Package A - Small - Does not include operation labour	per day		$713.00	Yes	Market Based Pricing
AV Package A - Small - Does not include operation labour	per week		$2,852.00	Yes	Market Based Pricing
AV Package B - Medium - Does not include operation labour	per day		$1,157.00	Yes	Market Based Pricing
AV Package B - Medium - Does not include operation labour	per week		$4,628.00	Yes	Market Based Pricing
Cloud Store Data Storage 20T	per day		$100.00	Yes	Market Based Pricing
Cloud Store Data Storage 20T	per week		$400.00	Yes	Market Based Pricing
Dance Package - Does not include operation labour	per week		$1,703.00	Yes	Market Based Pricing
Dance Package - Does not include operation labour	per week		$6,812.00	Yes	Market Based Pricing
Lectern and Microphone	per day	$50.00	$50.00	Yes	Market Based Pricing
Lectern and Microphone	per week	$250.00	$250.00	Yes	Market Based Pricing
MacBook Pro 13"	per day	$106.00	$120.00	Yes	Market Based Pricing
MacBook Pro 13"	per week	$423.00	$480.00	Yes	Market Based Pricing
MacBook Pro 16"	per day	$159.00	$130.00	Yes	Market Based Pricing
MacBook Pro 16"	per week	$634.00	$520.00	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	$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	$1,900.00	Yes	Market Based Pricing
Projector - Presentation	per day	$80.00	$80.00	Yes	Market Based Pricing
Projector - Presentation	per week	$317.00	$317.00	Yes	Market Based Pricing
QLab Computer Server	per day		$150.00	Yes	Market Based Pricing
QLab Computer Server	per week		$600.00	Yes	Market Based Pricing
USB - Thumb drive	per item	Cost plus 10%	Cost plus 10%	Yes	Rate of Return Pricing (IRR)

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Glen Street Theatre - Equipment Hire - Lighting					
Battery Powered Up-Lights - Pack of 6	per day		$120.00	Yes	Market Based Pricing
Battery Powered Up-Lights - Pack of 6	per week		$480.00	Yes	Market Based Pricing
Followspots (each)	per day	$83.00	$83.00	Yes	Market Based Pricing
Followspots (each)	per week	$326.00	$326.00	Yes	Market Based Pricing
Hazer - C02	per day	$85.00	$85.00	Yes	Market Based Pricing
Hazer - C02	per week	$335.00	$335.00	Yes	Market Based Pricing
Hazer - standard	per day	$59.00	$59.00	Yes	Market Based Pricing
Hazer - standard	per week	$233.00	$233.00	Yes	Market Based Pricing
Intelligent Light Package A - excludes staff to operate	per day	$376.00	$376.00	Yes	Market Based Pricing
Intelligent Light Package A - excludes staff to operate package	per week	$1,503.70	$1,503.70	Yes	Market Based Pricing
Intelligent Light Package B - excludes staff to operate package	per day	$752.00	$752.00	Yes	Market Based Pricing
Intelligent Light Package B - excludes staff to operate package	per week	$3,007.40	$3,007.40	Yes	Market Based Pricing
Intelligent Light Package C - excludes staff to operate package	per day	$1,128.00	$1,128.00	Yes	Market Based Pricing
Intelligent Light Package C - excludes staff to operate package	per week	$4,511.00	$4,511.00	Yes	Market Based Pricing
LED Colour Strip Light	per day		$45.00	Yes	Market Based Pricing
LED Colour Strip Light	per week		$180.00	Yes	Market Based Pricing
Light - Conventional	per day		$15.00	Yes	Market Based Pricing
Light - Conventional	per week		$60.00	Yes	Market Based Pricing
Lighting Desk	per day	$117.00	$250.00	Yes	Market Based Pricing
Lighting Desk	per week	$452.00	$1,000.00	Yes	Market Based Pricing
Mirror ball	per day	$25.10	$25.10	Yes	Market Based Pricing
Mirror ball	per week	$98.00	$98.00	Yes	Market Based Pricing
Moving Profile Light	per day		$150.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Moving Profile Light	per week		$600.00	Yes	Market Based Pricing
Moving Wash Light	per day		$100.00	Yes	Market Based Pricing
Moving Wash Light	per week		$400.00	Yes	Market Based Pricing
Glen Street Theatre - Equipment Hire - Staging					
Dance Tarkett	per day	$120.00	$120.00	Yes	Market Based Pricing
Drum Carpet	per day		$6.00	Yes	Market Based Pricing
Dance Tarkett	per week	$480.00	$480.00	Yes	Market Based Pricing
Drum Carpet	per week		$24.00	Yes	Market Based Pricing
Music Stand (includes sconce light where required)	per day	$10.00	$10.00	Yes	Market Based Pricing
Music Stand (includes sconce light where required)	per week		$40.00	Yes	Market Based Pricing
Piano - does not include tuning	per day	$130.00	$130.00	Yes	Market Based Pricing
Piano - does not include tuning	per week	$515.00	$515.00	Yes	Market Based Pricing
Piano Tuning	per request	Cost plus 10%	Cost plus 10%	Yes	Market Based Pricing
Rostrum - adjustable height	per day	$66.00	$66.00	Yes	Market Based Pricing
Rostrum - adjustable height	per week	$271.00	$271.00	Yes	Market Based Pricing
Stage Curtain - black scrim	per day	$68.00	$68.00	Yes	Market Based Pricing
Stage Curtain - black scrim	per week	$271.00	$271.00	Yes	Market Based Pricing
Stage Curtain - white cyclorama	per day	$68.00	$68.00	Yes	Market Based Pricing
Stage Curtain - white cyclorama	per week	$271.00	$271.00	Yes	Market Based Pricing
Trestle table - clothed	per table	$7.80	$7.80	Yes	Market Based Pricing
Trestle table - unclothed	per table	$5.30	$5.30	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Glen Street Theatre - Equipment Hire - Vision					
Camera - extra unit on base package	per day	$103.00	$103.00	Yes	Market Based Pricing
Camera - extra unit on base package	per week	$410.00	$410.00	Yes	Market Based Pricing
Camera Accessories - Gimbal and camera	per day	$169.00	$169.00	Yes	Market Based Pricing
Camera Accessories - Gimbal and camera	per week	$676.00	$676.00	Yes	Market Based Pricing
Camera Base package	per day	$257.00	$257.00	Yes	Market Based Pricing
Camera Base package	per week	$1,027.00	$1,027.00	Yes	Market Based Pricing
Camera Complete package	per day	$827.00	$827.00	Yes	Market Based Pricing
Camera Complete package	per week	$3,308.00	$3,308.00	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	$300.00	Yes	Market Based Pricing
Main Auditorium Multi Screen and Projector package	per day		$496.00	Yes	Market Based Pricing
Main Auditorium Multi Screen and Projector package	per week		$1,984.00	Yes	Market Based Pricing
Main Auditorium Screen and Projector package	per day		$384.00	Yes	Market Based Pricing
Main Auditorium Screen and Projector package	per week		$1,536.00	Yes	Market Based Pricing
Monitor - AV	per day	$20.00	$20.00	Yes	Market Based Pricing
Monitor - AV	per week	$100.00	$100.00	Yes	Market Based Pricing
Multi Screen monitor package	per day		$60.00	Yes	Market Based Pricing
Multi Screen monitor package	per week		$240.00	Yes	Market Based Pricing
Projector - 15,000 Lumen	per day	$234.00	$234.00	Yes	Market Based Pricing
Projector - 15,000 Lumen	per week	$934.00	$934.00	Yes	Market Based Pricing
Screens - auditorium side screens	per day	$112.00	$112.00	Yes	Market Based Pricing
Screens - auditorium side screens	per week	$448.00	$448.00	Yes	Market Based Pricing
Sorlies Vision Package - LCD - Does not include operation labour	per day		$487.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Sorlies Vision Package - LCD - Does not include operation labour	per week		$1,948.00	Yes	Market Based Pricing
Sorlies Vision Package - Projection - Does not include operation labour	per day		$1,757.00	Yes	Market Based Pricing
Sorlies Vision Package - Projection - Does not include operation labour	per week		$7,028.00	Yes	Market Based Pricing
Video Recorder Mini	per day		$50.00	Yes	Market Based Pricing
Video Recorder Mini	per week		$200.00	Yes	Market Based Pricing
Vision Signal Converter	per day		$10.00	Yes	Market Based Pricing
Vision Signal Converter	per week		$40.00	Yes	Market Based Pricing
Vision Switcher	per day		$100.00	Yes	Market Based Pricing
Vision Switcher	per week		$400.00	Yes	Market Based Pricing
Wireless HDMI Kit	per day		$30.00	Yes	Market Based Pricing
Wireless HDMI Kit	per week		$120.00	Yes	Market Based Pricing
Wireless SDI Kit	per day		$30.00	Yes	Market Based Pricing
Wireless SDI Kit	per week		$120.00	Yes	Market Based Pricing
Glen Street Theatre - Marketing - (i) - 1 July - 31 December					
Feature Article in Newsletter EDM	per article	$373.00	$373.00	Yes	Market Based Pricing
Targeted EDM	per publication	$659.00	$659.00	Yes	Market Based Pricing
Print and display charge - Carpark (subject to availability)	per banner	$500.00	$528.00	Yes	Market Based Pricing
Display charge - Foyer - Up to 6 x A3 poster display in theatre vicinity (subject to availability)	per campaign	$30.00	$30.00	Yes	Market Based Pricing
Display charge - Foyer - Up to 500 DL flyer display (subject to availability)	per campaign	$30.00	$30.00	Yes	Market Based Pricing
Display charge - Foyer - A0 poster (subject to availability)	per poster	$100.00	$100.00	Yes	Market Based Pricing
Display Charge - Foyer - Pull up banner (subject to availability)	per poster		$100.00	Yes	Market Based Pricing
Deduction for special offers	per offer	10%	10%	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Marketing costs recovered	per item	Cost plus 20%	Cost plus 20%	Yes	Rate of Return Pricing (IRR)
Item in Glen Street Theatre printed collateral	per item	$672.00	Deleted Fee	Yes	Market Based Pricing
Glen Street Theatre - Marketing - (ii) - 1 January - 30 June					
Mandatory Promotion Levy - Commercial	per event		$350.00	Yes	Market Based Pricing
Mandatory Promotion Levy - Community	per event		$50.00	Yes	Partial Cost Recovery
Feature Article in Newsletter EDM	per article	$373.00	$200.00	Yes	Market Based Pricing
Targeted EDM	per publication	$659.00	$350.00	Yes	Market Based Pricing
Print and display charge - Carpark (subject to availability)	per banner	$500.00	$528.00	Yes	Market Based Pricing
Display charge - Foyer - Up to 6 x A3 poster display in theatre vicinity (subject to availability)	per campaign	$30.00	$30.00	Yes	Market Based Pricing
Display charge - Foyer - Up to 500 DL flyer display (subject to availability)	per campaign	$30.00	$30.00	Yes	Market Based Pricing
Display charge - Foyer - A0 poster (subject to availability)	per poster	$100.00	$100.00	Yes	Market Based Pricing
Display Charge - Foyer - Pull up banner (subject to availability)	per poster		$100.00	Yes	Market Based Pricing
Deduction for special offers	per offer	10%	10%	Yes	Market Based Pricing
Marketing costs recovered	per item	Cost plus 20%	Cost plus 20%	Yes	Rate of Return Pricing (IRR)
Item in Glen Street Theatre printed collateral	per item	$672.00	Deleted Fee	Yes	Market Based Pricing
Glen Street Theatre - Staff - as per Local Government (State) Award Conditions					
Box Office (min three hour call) Monday - Friday	per hour	$54.00	$58.00	Yes	Full Cost Recovery
Box Office (min three hour call) Saturday / Sunday	per hour	$69.00	$73.00	Yes	Full Cost Recovery
Box Office (min three hour call) Public Holiday	per hour	$83.00	$88.00	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Front of House (min three hour call) Monday - Friday	per hour	$54.00	$58.00	Yes	Full Cost Recovery
Front of House (min three hour call) Saturday / Sunday	per hour	$69.00	$73.00	Yes	Full Cost Recovery
Front of House (min three hour call) Public Holiday	per hour	$83.00	$88.00	Yes	Full Cost Recovery
Front of House Supervisor (min three hour call) Monday - Friday	per hour	$70.00	$74.00	Yes	Full Cost Recovery
Front of House Supervisor (min three hour call) Saturday / Sunday	per hour	$88.00	$93.00	Yes	Full Cost Recovery
Front of House Supervisor (min three hour call) Public Holiday	per hour	$105.00	$111.00	Yes	Full Cost Recovery
Security (min five hour call)	per hour	$53.00	Cost plus 10%	Yes	Full Cost Recovery
Technician - Crew (min three hour call) Monday - Friday	per hour	$62.00	$66.00	Yes	Full Cost Recovery
Technician - Crew (min three hour call) Saturday / Sunday	per hour	$75.00	$80.00	Yes	Full Cost Recovery
Technician - Crew (min three hour call) Public Holiday	per hour	$92.00	$98.00	Yes	Full Cost Recovery
Venue Supervisor (min three hour call) Monday - Friday	per hour		$74.00	Yes	Full Cost Recovery
Venue Supervisor (min three hour call) Saturday / Sunday	per hour		$93.00	Yes	Full Cost Recovery
Venue Supervisor (min three hour call) Public Holiday	per hour		$111.00	Yes	Full Cost Recovery
Technician - Operator (min three hour call) Monday - Friday	per hour	$70.00	$74.00	Yes	Full Cost Recovery
Technician - Operator (min three hour call) Saturday / Sunday	per hour	$88.00	$93.00	Yes	Full Cost Recovery
Technician - Operator (min three hour call) Public Holiday	per hour	$105.00	$111.00	Yes	Full Cost Recovery
Transmission or Recording Allowance	per performance	Payable as per Live Performance Award	Payable as per Live Performance Award	No	Full Cost Recovery
Technician - Duty (min three hour call) Monday - Friday	per hour	$70.00	Deleted Fee	Yes	Full Cost Recovery
Technician - Duty (min three hour call) Public Holiday	per hour	$105.00	Deleted Fee	Yes	Full Cost Recovery
Technician - Duty (min three hour call) Saturday / Sunday	per hour	$88.00	Deleted Fee	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 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	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	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	Deleted Fee	Yes	Market Based Pricing
90+ days prior to event start date	per event	Costs already incurred as per venue hire agreement	Deleted Fee	Yes	Market Based Pricing
61 - 120 days prior to the event start date	per event		100% of deposit and costs incurred as per venue hire agreement	Yes	Market Based Pricing
120+ days prior to the event start date	per event		Costs already incurred as per venue hire agreement	Yes	Market Based Pricing
Glen Street Theatre - Venue Hire - Commercial - as per Glen Street Theatre Hire Information Guidelines					
Theatre Hire	per week	$19,340.00		Yes	Full Cost Recovery
Theatre Hire (Friday - Saturday) - Min 5 hr hire	per minimum hire	$3,650.00		Yes	Full Cost Recovery
Theatre Hire (Friday - Saturday) - Per hr after 5 hr min hire	per hour	$410.00		Yes	Full Cost Recovery
Theatre Hire (Sunday - Thursday) - Min 5 hr hire	per minimum hire	$3,290.00		Yes	Full Cost Recovery
Theatre Hire (Sunday - Thursday) - Per hr after 5 hr min hire	per hour	$395.00		Yes	Full Cost Recovery
Rehearsal Rate - Min 3 hr hire	per hour	$300.00		Yes	Full Cost Recovery
Crown Room Hire - Max 12 hr per day	per week	$1,200.00		Yes	Full Cost Recovery
Crown Room Hire - Max 12 hr	per day	$300.00		Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Crown Room Hire - Min 3 hr hire	per hour		$30.00	Yes	Full Cost Recovery
Foyer Hire - Min 3 hr hire	per hour		$100.00	Yes	Full Cost Recovery
Sorlies Hire - Min 3 hr hire	per hour		$30.00	Yes	Full Cost Recovery
Deposit - Venue Hire (All Spaces)	per hire		50% Venue Hire	No	Partial Cost Recovery
Deposit - hires less than a week - commercial	per hire	$1,146.00	Deleted Fee	No	Full Cost Recovery
Deposit - hires more than a week - commercial	per hire	50% weekly venue hire	Deleted Fee	No	Full Cost Recovery
Multiple performances (2nd or subsequent performances of the same production per day) - commercial	per hire	$1,455.00	Deleted Fee	Yes	Full Cost Recovery
Room hire - any venue other than the Theatre (calculated to nearest 15mins)	per hour	$51.40	Deleted Fee	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	Deleted Fee	Yes	Partial Cost Recovery
Theatre access time (with stage lighting) - commercial	per hour	$128.00	Deleted Fee	Yes	Full Cost Recovery
Theatre access time (with work lighting) - commercial	per hour	$110.00	Deleted Fee	Yes	Full Cost Recovery
Theatre hire - commercial	per week	$14,026.00	Deleted Fee	Yes	Full Cost Recovery
Theatre Hire - commercial (Friday - Saturday)	per performance	$3,111.00	Deleted Fee	Yes	Full Cost Recovery
Theatre Hire - commercial (Sunday - Thursday)	per performance	$2,828.00	Deleted Fee	Yes	Full Cost Recovery
Glen Street Theatre - Venue Hire - Community - as per Glen Street Theatre Hire Information Guidelines					
Theatre Hire	per week		$12,645.00	Yes	Partial Cost Recovery
Theatre Hire (Friday - Saturday) - Min 5 hr hire	per minimum hire		$2,390.00	Yes	Partial Cost Recovery
Theatre Hire (Friday - Saturday) - P/hr after 5 hr min hire	per hour		$310.00	Yes	Partial Cost Recovery
Theatre Hire (Sunday - Thursday) - Min 5 hr hire	per minimum hire		$2,120.00	Yes	Partial Cost Recovery
Theatre Hire (Sunday - Thursday) - P/hr after 5 hr min hire	per hour		$295.00	Yes	Partial Cost Recovery
Rehearsal Rate - Min 3 hr hire	per hour		$165.00	Yes	Partial Cost Recovery
Crown Room Hire - Max 12 hr hire per day	per week		$1,200.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $		2024 - 2025 Fee $		GST Applicable	Pricing Methodology
Crown Room Hire - Max 12 hr hire	per day			$300.00		Yes	Partial Cost Recovery
Crown Room Hire - Min 3 hr hire	per hour			$30.00		Yes	Partial Cost Recovery
Foyer Hire - Min 3 hr hire	per hour			$100.00		Yes	Partial Cost Recovery
Sorlies Hire - Min 3 hr hire	per hour			$30.00		Yes	Partial Cost Recovery
Deposit - Venue Hire (All Spaces)	per hire				50% Venue Hire	No	Partial Cost Recovery
Theatre Hire - community (Sunday - Thursday)	per performance	$1,697.00		Deleted Fee		Yes	Partial Cost Recovery
Theatre Hire - community (Friday - Saturday)	per performance	$1,868.00		Deleted Fee		Yes	Partial Cost Recovery
Theatre hire - community	per week	$8,418.00		Deleted Fee		Yes	Partial Cost Recovery
Theatre access time (with work lighting) - community	per hour	$67.00		Deleted Fee		Yes	Partial Cost Recovery
Theatre access time (with stage lighting) - community	per hour	$77.00		Deleted Fee		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	Deleted Fee		Yes	Partial Cost Recovery
Room hire - any venue other than the Theatre	per hour	$51.40	calculated to nearest 15 min	Deleted Fee		Yes	Partial Cost Recovery
Multiple performances (2nd or subsequent performances of the same production per day) - community	per hire	$874.00		Deleted Fee		Yes	Partial Cost Recovery
Deposit - hires more than a week - community	per hire		50% weekly venue hire		Deleted Fee	No	Partial Cost Recovery
Deposit - hires less than a week - community	per hire	$1,146.00		Deleted Fee		No	Partial Cost Recovery
Glen Street Theatre - Venue Hire - Miscellaneous							
Additional cleaning - commercial and community	per hour	$60.00			Cost plus 10%	Yes	Rate of Return Pricing (IRR)
Consumables - extra	per item		Cost plus 20%		Cost plus 20%	Yes	Rate of Return Pricing (IRR)
Consumables - per performance fee	per session	$72.00		$77.00		Yes	Full Cost Recovery
Equipment - external hire	per item		Cost plus 10%		Cost plus 10%	Yes	Rate of Return Pricing (IRR)

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Equipment - replacement	per item	Cost plus 20%	Cost plus 20%	Yes	Rate of Return Pricing (IRR)
Late Administration Fee - Return of Information outside contract terms. This fee will be imposed every day the requirements are late.	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	$50.00	Yes	Market Based Pricing
Merchandise - commission	per booking	12.5% of total sales	12.5% of total sales	Yes	Market Based Pricing
Merchandise - flat fee - to be charged where sales to apply merchandise commission cannot be monitored.	per sales point	$50.00 To be charged where sales to apply merchandise commission cannot be monitored	$50.00	Yes	Market Based Pricing
Storage fee	per instance	To be determined by Glen Street Theatre based on size and period of storage	To be determined by Glen Street Theatre based on size and period of storage	Yes	Full Cost Recovery
Damage	per instance	To be determined by Glen Street Theatre based on cost of repair	To be determined by Glen Street Theatre based on cost of repair	Yes	Full Cost Recovery
Equipment - variation	per item	Discount to be determined by Glen Street Theatre based on venue operational requirement for variation to an item	Discount to be determined by Glen Street Theatre based on venue operational requirement for variation to an item	Yes	Market Based Pricing
Internet Connection	per day		$80.00	Yes	Full Cost Recovery
Internet Connection	per week		$320.00	Yes	Full Cost Recovery
Photocopying/Printing - A4 Black and white	per page		$0.20	Yes	Full Cost Recovery
Photocopying/Printing - A3 Black and white	per page		$0.40	Yes	Full Cost Recovery
Photocopying/Printing - A4 Colour	per page		$2.00	Yes	Full Cost Recovery
Photocopying/Printing - A3 Colour	per page		$3.00	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Manly Art Gallery and Museum					
Gallery admission fee	per person	Free entry	Free entry	Yes	Zero Cost Recovery
Venue hire - community groups, concession	per hour	$105.00	$115.00	Yes	Market Based Pricing
Venue hire	per hour	$150.00	$160.00	Yes	Market Based Pricing
Venue hire - staff costs (2 staff)	per hour	$115.00	$125.00	Yes	Full Cost Recovery
Venue hire - tablecloth dry cleaning	per item		$10.00	Yes	Full Cost Recovery
Venue hire bond - community groups, concession	per hire		$500.00	No	Full Cost Recovery
Venue hire bond	per hire		$1,000.00	No	Full Cost Recovery
Venue hire - floor damage charge	per instance		At cost	Yes	Full Cost Recovery
Venue hire - extra cleaning required	per hour		$85.00	Yes	Full Cost Recovery
Venue hire - cancellation fee between 3 - 14 days of the event	per instance		50% of venue hire fee	Yes	Partial Cost Recovery
Venue hire - cancellation fee between 2 days or less of the event	per instance		Venue hire fee plus staffing fee	Yes	Partial Cost Recovery
Commission on sales – artist represented by a gallery	per item	20% of sale price (Artist 60%, MAG&M 20%, Commercial Gallery 20%)	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%)	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	$4,000.00	Yes	Partial Cost Recovery
Hire fee for travel exhibitions - medium touring exhibitions	per exhibition	$7,000.00	$7,000.00	Yes	Partial Cost Recovery
Hire fee for travel exhibitions - large or complex touring exhibitions	per exhibition	$10,000.00	$10,000.00	Yes	Partial Cost Recovery
Collection artwork image use fee	each	$100.00	$100.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Meals on Wheels - Food Portions					
Juice	each	$0.50	$0.50	No	Full Cost Recovery
Soup	each	$3.00	$3.00	No	Full Cost Recovery
Sandwich	each	$4.60	$4.60	No	Full Cost Recovery
Salad	each	$9.00	$9.00	No	Full Cost Recovery
Petite meal	per meal	$6.00	$6.50	No	Full Cost Recovery
Main meal	per meal	$8.00	$8.50	No	Full Cost Recovery
Dessert	each	$3.00	$3.00	No	Full Cost Recovery
Meals on Wheels - Home Care Package - clients					
Juice	each	$0.30	$0.30	No	Full Cost Recovery
Soup	each	$2.00	$2.00	No	Full Cost Recovery
Sandwich	each	$2.00	$2.00	No	Full Cost Recovery
Salad	each	$4.50	$4.50	No	Full Cost Recovery
Petite meal	per meal	$3.00	$3.00	No	Full Cost Recovery
Main meal	per meal	$4.00	$4.00	No	Full Cost Recovery
Dessert	each	$3.00	$3.00	No	Full Cost Recovery
Meals on Wheels - Home Care Package - providers					
Juice	each	$0.50	$0.50	No	Full Cost Recovery
Soup	each	$4.00	$4.00	No	Full Cost Recovery
Sandwich	each	$4.00	$4.00	No	Full Cost Recovery
Salad	each	$8.00	$8.00	No	Full Cost Recovery
Petite meal	per meal	$6.00	$6.50	No	Full Cost Recovery
Main meal	per meal	$8.00	$8.50	No	Full Cost Recovery
Dessert	each	$4.00	$4.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $		2024 - 2025 Fee $		GST Applicable	Pricing Methodology
Meals on Wheels - Other Charges							
Community lunches	per lunch	$13.00		$13.00		No	Full Cost Recovery
Social outing	per instance	$13.00		$13.00		No	Full Cost Recovery
Northern Beaches Art Exhibition							
Entrant registration fee - student/concession	per entry	$20.00		$20.00		Yes	Partial Cost Recovery
Entrant registration fee - adult entrant	per entry	$40.00		$40.00		Yes	Partial Cost Recovery
Public Program							
Public Program	per ticket		Zero		$10 - $100 (10% discount for MAG&M members and reciprocal members, and for Council staff at MAG&M Design Shop and on Public Programs)	Yes	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	Deleted Fee		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	Deleted Fee		Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $		2024 - 2025 Fee $		GST Applicable	Pricing Methodology
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	Deleted Fee		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	Deleted Fee		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	Deleted Fee		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	Deleted Fee		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	$106.00	10% discount for MAG&M members and reciprocal members, and for Council staff at MAG&M Design Shop and on public programs	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Public Program Masterclass	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	$60 - $120 (10% discount for MAG&M members and reciprocal members, and for Council staff at MAG&M Design Shop and on Public Programs)	Yes	Partial Cost Recovery
Public Program Masterclass (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	$260 - $320 (10% discount for MAG&M members and reciprocal members, and for 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	Deleted Fee	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	Deleted Fee	Yes	Partial Cost Recovery
Children's Services					
Belrose Children's Centre					
Per child 0 - 2 year room	per day	$153.00	$170.00	No	Market Based Pricing
Per child 2 - 3 year room	per day	$142.00	$158.00	No	Market Based Pricing
Per child 3 - 5 year room	per day	$123.00	$137.00	No	Market Based Pricing
Late collection fee	per 5 minutes	$15.80	$16.70	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Failed payment transaction attempt	each	$3.20	$3.40	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	$12.00	$12.70	No	Full Cost Recovery
Brookvale Children's Centre					
Per child 0 - 2 year room	per day	$153.00	$170.00	No	Market Based Pricing
Per child 2 - 3 year room	per day	$142.00	$158.00	No	Market Based Pricing
Per child 3 - 5 year room	per day	$123.00	$137.00	No	Market Based Pricing
Late collection fee	per 5 minutes	$15.80	$16.70	No	Full Cost Recovery
Failed payment transaction attempt	each	$3.20	$3.40	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	$12.00	$12.70	No	Full Cost Recovery
Cromer Vacation Care					
Vacation care daily fee (per child per day)	per day	$90.00	$100.00	No	Market Based Pricing
Late collection fee	per 5 minutes	$15.80	$16.70	No	Full Cost Recovery
Failed payment transaction attempt	each	$3.20	$3.40	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	$12.00	$12.70	No	Full Cost Recovery
Vacation care daily fee - Excursions - per child	per day		Up to $130	Yes	Full Cost Recovery
Dee Why Children's Centre					
Per child 0 - 2 year room	per day	$153.00	$170.00	No	Market Based Pricing
Per child 2 - 3 year room	per day	$142.00	$158.00	No	Market Based Pricing
Per child 3 - 5 year room	per day	$123.00	$137.00	No	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Late collection fee	per 5 minutes	$15.80	$16.70	No	Full Cost Recovery
Failed payment transaction attempt	each	$3.20	$3.40	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	$12.00	$12.70	No	Full Cost Recovery
Family Day Care					
Provide training to family day care educators	per session	up to $55.00	Up to $55.00	Yes	Full Cost Recovery
Late submission of Educator administration records	per event	$5.50	$5.80	No	Full Cost Recovery
Parent Administration Levy to support the cost of care	per hour	$2.05	$2.20	No	Full Cost Recovery
Safety Equipment Checks	each	$27.50	$28.50	Yes	Market Based Pricing
Harbour View Children's Centre					
Per child 0 - 2 year room	per day	$162.00	$180.00	No	Market Based Pricing
Per child 2 - 3 year room	per day	$152.00	$169.00	No	Market Based Pricing
Per child 3 - 5 year room	per day	$137.00	$152.00	No	Market Based Pricing
Late collection fee	per 5 minutes	$15.80	$16.70	No	Full Cost Recovery
Failed payment transaction attempt	each	$3.20	$3.40	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	$12.00	$12.70	No	Full Cost Recovery
Manly Vale Vacation Care					
Vacation care daily fee (per child per day)	per day	$90.00	$100.00	No	Market Based Pricing
Late collection fee	per 5 minutes	$15.80	$16.70	No	Full Cost Recovery
Failed payment transaction attempt	each	$3.20	$3.40	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Late payment fee applied to accounts 28 days in arrears	each	$12.00	$12.70	No	Full Cost Recovery
Vacation care daily fee - Excursions - per child	per day		Up to $130	Yes	Full Cost Recovery
Narrabeen Children's Centre					
Per child 0 - 2 year room	per day	$153.00	$170.00	No	Market Based Pricing
Per child 2 - 3 year room	per day	$142.00	$158.00	No	Market Based Pricing
Per child 3 - 5 year room	per day	$123.00	$137.00	No	Market Based Pricing
Late collection fee	per 5 minutes	$15.80	$16.70	No	Full Cost Recovery
Failed payment transaction attempt	each	$3.20	$3.40	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	$12.00	$12.70	No	Full Cost Recovery
North Harbour Vacation Care					
Vacation care daily fee (per child per day)	per day	$90.00	$100.00	No	Market Based Pricing
Late collection fee	per 5 minutes	$15.80	$16.70	No	Full Cost Recovery
Failed payment transaction attempt	each	$3.20	$3.40	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	$12.00	$12.70	No	Full Cost Recovery
Vacation care daily fee - Excursions - per child	per day		Up to $130	Yes	Full Cost Recovery
Occasional Care Centre					
Per child between 8.30am to 3.30pm	per hour	$22.00	$24.00	No	Market Based Pricing
Per child 8.30am to 3.30pm	per day	$115.00	$128.00	No	Market Based Pricing
Cancellation before 8.30 AM on day of care	per charge	$18.00	$19.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Cancellation after 8.30 AM on day of care	per charge	full fee for booked care	full fee for booked care	No	Full Cost Recovery
Late collection fee	per 5 minutes	$15.80	$16.70	No	Full Cost Recovery
Failed payment transaction attempt	each	$3.20	$3.40	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	$12.00	$12.70	No	Full Cost Recovery
Preschool - school term only					
Child aged 3 years on or before 31 July receiving Start Strong funding	per day	$18.00	$20.00	No	Market Based Pricing
Child aged 4 years on or before 31 July receiving Start Strong funding	per day	$10.00	$11.00	No	Market Based Pricing
Child from low income and Aboriginal families (criteria apply)	per day	$10.00	$10.60	No	Market Based Pricing
Child aged 3 years on or before 31 July	per day	$62.00	$69.00	No	Market Based Pricing
Child aged 4 years on or before 31 July	per day	$59.00	$66.00	No	Market Based Pricing
Late collection fee	per 5 minutes	$12.00	$12.70	No	Full Cost Recovery
Failed payment transaction attempt	each	$3.20	$3.40	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	$15.80	$16.70	No	Full Cost Recovery
Roundhouse Children's Centre					
Per child 0 - 2 year room	per day	$162.00	$180.00	No	Market Based Pricing
Per child 2 - 3 year room	per day	$152.00	$169.00	No	Market Based Pricing
Per child 3 - 5 year room	per day	$137.00	$152.00	No	Market Based Pricing
Late collection fee	per 5 minutes	$15.80	$16.70	No	Full Cost Recovery
Failed payment transaction attempt	each	$3.20	$3.40	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	$12.00	$12.70	No	Full Cost Recovery
Vacation Care Administration					
Advertisement in vacation care brochure	per charge	$1,195.00	Fee dependent on ad size up to $800 per ad	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Environmental Compliance					
Animal Management (Companion Animals Registration)					
Assistance animal	per application	Zero	Zero	No	Legislative Requirements (Regulatory)
Cat born prior to 1 July 1999 where ownership has not changed	per application	Zero	Zero	No	Legislative Requirements (Regulatory)
Dog in the services of the State, for example, a police dog	per application	Zero	Zero	No	Legislative Requirements (Regulatory)
Greyhound currently registered under the Greyhound Racing Act 2009	per application	Zero	Zero	No	Legislative Requirements (Regulatory)
Working dog	per application	Zero	Zero	No	Legislative Requirements (Regulatory)
Cat - desexed (sold by pound/shelter)	per animal	Zero	Zero	No	Legislative Requirements (Regulatory)
Cat - eligible pensioner	per animal	$32.00	$32.00	No	Legislative Requirements (Regulatory)
Cat - desexed	per animal	$65.00	$65.00	No	Legislative Requirements (Regulatory)
Cat - not desexed (not recommended)	per animal	$65.00	$65.00	No	Legislative Requirements (Regulatory)
Cat - not desexed (recognised breeder)	per animal	$65.00	$65.00	No	Legislative Requirements (Regulatory)
Dog - desexed (sold by pound/shelter)	per animal	Zero	Zero	No	Legislative Requirements (Regulatory)
Dog - desexed (by relevant age eligible pensioner)	per animal	$32.00	$32.00	No	Legislative Requirements (Regulatory)
Dog - desexed (by relevant age)	per animal	$75.00	$75.00	No	Legislative Requirements (Regulatory)
Dog - not desexed (not recommended)	per animal	$75.00	$75.00	No	Legislative Requirements (Regulatory)

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Dog - not desexed (recognised breeder)	per animal	$75.00	$75.00	No	Legislative Requirements (Regulatory)
Dog - not desexed or desexed after relevant age	per animal	$252.00	$252.00	No	Legislative Requirements (Regulatory)
Late Fee (registration)	per application	$21.00	$21.00	No	Legislative Requirements (Regulatory)
Annual permit - cats not desexed by four months of age	per animal	$92.00	$92.00	No	Legislative Requirements (Regulatory)
Annual permit - owners of dogs of a restricted breed or declared to be dangerous	per animal	$221.00	$221.00	No	Legislative Requirements (Regulatory)
Animal Management (Companion Animals)					
Dog waste bags - 200 bags per roll	per roll	$5.90	$6.20	Yes	Partial Cost Recovery
Daily maintenance charge	per day	$90.00	$96.00	No	Partial Cost Recovery
Release fee for animals identified on the Companion Animals Register (includes the first day of maintenance)	per animal	$130.00	$138.00	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	$150.00	No	Partial Cost Recovery
Dangerous Dog and Restricted Dog Enclosure Certificate of Compliance fee s58H(2)(b) (includes one inspection)	per certificate	$155.00	$155.00	No	Partial Cost Recovery
Animal surrender fee	per animal	$411.00 **fee waived following declaration of menacing or dangerous dog	$435.00 **fee waived following declaration of menacing or dangerous dog	No	Partial Cost Recovery
Awnings					
Defective awning inspection; proactive or complaint	per inspection	$250.00	$265.00	No	Full Cost Recovery
Cost compliance notice, non-compliance with order for awnings	per application		$500.00	No	Full Cost Recovery
Application for extension of time - notice	each	$130.00	$140.00	No	Full Cost Recovery
Cost compliance notice, non-compliance with order for awnings	per officer per hour	$90.00	Deleted Fee	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Building Approval Inspections					
Construction site proactive inspection	per inspection	$207.00	$220.00	Yes	Full Cost Recovery
Critical Stage Inspections Class 1 and 10 Buildings (per inspection)	per inspection	$300.00	$320.00	Yes	Market Based Pricing
Critical Stage Inspections Class 2 - 9 Buildings	per inspection	$350 + $90 per additional unit	$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 application	$150.00	$200.00	Yes	Full Cost Recovery
Building Approvals					
Peer review of an alternate solution associated with Construction Certificate and Complying Development Certificate	per application	$700.00	$740.00	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).	50% where partial assessment carried out (including any one of the following; inspection, notification, assessment and/or correspondence).	Yes	Full Cost Recovery
Refund of Application Fees - Construction Certificate, Complying Development Certificate, Section 68 and Building Information Certificate	per application	100% where no assessment carried out	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 application		$500.00	No	Full Cost Recovery
Application for extension of time - notice	per application	$140.00	$150.00	No	Full Cost Recovery
Cost Compliance Notice - non-compliance with Order for illegal and non-compliant building work	per officer per hour	$90.00	Deleted Fee	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Building Information Certificate					
Building Information Certificate Application - Class 1 and 10 Buildings	per application	$750.00	$750.00	No	Full Cost Recovery
Building Information Certificate Application - Class 2 - 9 Buildings - floor area not exceed 200m²	per application	$750.00	$750.00	No	Full Cost Recovery
Building Information Certificate Application - Class 2 - 9 Buildings - floor area between 200m² and 2,000m²	per application	$750 + $0.50 per m2 over 200m2	$750 + $0.50 per m2 over 200m2	No	Full Cost Recovery
Building Information Certificate Application - Class 2 - 9 Buildings - floor area > 2,000m²	per application	$1,165 + $0.75 per m2 over 2,000m2	$1,165 + $0.75 per m2 over 2,000m2	No	Full Cost Recovery
Building Information Certificate Application - Where relates to external wall or area without floor area	per application	$750.00	$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	$750 plus additional cost	No	Full Cost Recovery
Building Information Certificate - additional inspection	per inspection	$250.00	$265.00	No	Full Cost Recovery
Building Information Certificate notification	per notification	$350.00	$370.00	No	Full Cost Recovery
Copy of Building Information Certificate	each	$13.00	$13.00	No	Full Cost Recovery
Compliance Certificate					
Compliance Certificate Fee - where Council nominated as Principal Certifier	each	$345.00	$365.00	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	$740.00	Yes	Market Based Pricing
Complying Development Applications - Class 1 and 10 - work value between $50,001 to $150,000	per application	$1,015.00	$1,072.00	Yes	Market Based Pricing
Complying Development Applications - Class 1 and 10 - work value between $150,001 to $250,000	per application	$1,585.00	$1,674.00	Yes	Market Based Pricing
Complying Development Applications - Class 1 and 10 - work value between $250,001 to $500,000	per application	$2,025.00	$2,139.00	Yes	Market Based Pricing
Complying Development Applications- Class 1 and 10 - work value between $500,001 to $1 million	per application	$2,405.00	$2,540.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Complying Development Applications - Class 1 and 10 - work value more than $1 million to $2 million	per application	$3,545.00	$3,744.00	Yes	Market Based Pricing
Complying Development Applications - Class 1 and 10 - work value more than $2 million	per application	$3,825.00	$4,040.00	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	$914.00	Yes	Market Based Pricing
Complying Development Applications - Class 2 - 9 -work value between $50,001 to $150,000	per application	$1,175.00	$1,241.00	Yes	Market Based Pricing
Complying Development Applications - Class 2 - 9 - work value between $150,001 to $250,000	per application	$1,665.00	$1,759.00	Yes	Market Based Pricing
Complying Development Applications - Class 2 - 9 - work value between $250,001 to $500,000	per application	$2,160.00	$2,281.00	Yes	Market Based Pricing
Complying Development Applications - Class 2 - 9 - work value between $500,001 to $1 million	per application	$2,530.00	$2,672.00	Yes	Market Based Pricing
Complying Development Applications - Class 2 - 9 - work value between $1 million to $2 million	per application	$3,455.00	$3,649.00	Yes	Market Based Pricing
Complying Development Applications - Class 2 - 9 - work value more than $2 million	per application	$3,825.00	$4,040.00	Yes	Market Based Pricing
Notification fee for Complying Development Certificate application	per application	$320.00	$338.00	Yes	Market Based Pricing
Modification of a Complying Development Certificate	per application	$510.00	$539.00	Yes	Market Based Pricing
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	$1,078.00	Yes	Market Based Pricing
Construction Certificates Class 1 and 10 Buildings - work value between $150,001 to $250,000	per application	$1,270.00	$1,342.00	Yes	Market Based Pricing
Construction Certificates Class 1 and 10 Buildings - work value between $250,001 to $500,000	per application	$2,532.00	$2,674.00	Yes	Market Based Pricing
Construction Certificates Class 1 and 10 Buildings - work value between $500,001 to $1 million	per application	$2,785.00	$2,941.00	Yes	Market Based Pricing
Construction Certificates Class 1 and 10 Buildings - work value between $1 million to $2 million	per application	$3,420.00	$3,612.00	Yes	Market Based Pricing
Construction Certificates Class 1 and 10 Buildings - work value more than $2 million	per application	$3,950.00	$4,172.00	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	$1,606.00	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	$2,408.00	Yes	Market Based Pricing
Construction Certificates - Class 2 - 9 Buildings work value between $250,001 to $500,000	per application	$3,165.00	$3,343.00	Yes	Market Based Pricing
Construction Certificates - Class 2 - 9 Buildings - work value between $500,001 to $1 million	per application	$4,050.00	$4,277.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Construction Certificates - Class 2 - 9 Buildings - work value between $1 million to $2 million	per application	$4,440.00	$4,689.00	Yes	Market Based Pricing
Construction Certificates - Class 2 - 9 Buildings - work value more than $2 million	per application	$4,935.00	$5,212.00	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	$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	$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	$115.00	Yes	Full Cost Recovery
Fire Safety Compliance Cost Notices	each		$500.00	No	Partial Cost Recovery
Annual Fire Safety Statement Inspection	each	$290.00	$310.00	Yes	Full Cost Recovery
Application for extension of time - Fire Safety Orders	each	$290.00	$310.00	No	Full Cost Recovery
Boarding House / Shared Accommodation fire safety inspection	per inspection	$290.00	$310.00	Yes	Full Cost Recovery
Re-inspection of Boarding House / Shared Accommodation fire safety inspection	per inspection	$290.00	$310.00	Yes	Full Cost Recovery
Modification of Fire Order	each	$395.00	$420.00	Yes	Full Cost Recovery
Annual Fire Safety Statement - request for a stay of penalty infringement notice (AFSS current)	per application	$450.00	$450.00	Yes	Full Cost Recovery
Annual Fire Safety Statement - request for a stay of penalty infringement notice (AFSS overdue)	per application	$800.00	$800.00	Yes	Full Cost Recovery
Re-issue of Fire Safety Schedule	per application		$130.00	Yes	Full Cost Recovery
Fire Safety Compliance Cost Notices	per hour	$130.00	Deleted Fee	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Health Approvals - Food					
Temporary food stall/mobile application - charity/community with evidence	per application	Zero	Zero	No	Zero Cost Recovery
Temporary food stall application - amendment to approved application	per application	$70.00	$74.00	No	Partial Cost Recovery
Temporary food stall approval - one off event	per application	$168.00	$178.00	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	$296.00	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	$296.00	No	Partial Cost Recovery
Mobile food vendor application - amendment to approved application	per application	$70.00	$74.00	No	Partial Cost Recovery
Mobile food – One (1) year mobile food vendor application - low risk food	per application	$400.00	$423.00	No	Full Cost Recovery
Mobile food – One (1) year mobile food vendor application - medium and high risk	per application	$600.00	$634.00	No	Full Cost Recovery
Mobile food premises - One (1) year administration fee - private land	per application	$600.00	$634.00	No	Full Cost Recovery
Mobile food – Three (3) year mobile food vendor application - low risk food	per application	$960.00	$1,014.00	No	Full Cost Recovery
Mobile food – Three (3) year mobile food vendor application - medium and high risk	per application	$1,440.00	$1,521.00	No	Full Cost Recovery
Mobile food premises - Three (3) year administration fee - private land	per application	$1,440.00	$1,521.00	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	$209.00	No	Full Cost Recovery
Temporary food stall/mobile re-inspection fee	per inspection	$312.00	$330.00	No	Full Cost Recovery
Health Approvals - Heaters					
Solid fuel heaters - application to install	per application	$413.00	$437.00	No	Partial Cost Recovery
Solid fuel heaters renewal, review or amendment	per application	$185.00	$196.00	No	Partial Cost Recovery
Solid fuel heaters - inspection & re-inspection	per inspection	$306.00	$324.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Health Approvals - Other					
Application fee for Extension of Time for Environmental Notices	per application	$128.00	$136.00	No	Full Cost Recovery
Application urgency Fee - 2 working days or less prior to required approval date	per application	$280.00	$296.00	No	Full Cost Recovery
Application urgency fee - between 3-10 working days prior to required approval date	per application	$128.00	$136.00	No	Full Cost Recovery
Staff time - including but not limited to advice, inspections, presentations and professional services	per hour	$98.00	$104.00	No	Full Cost Recovery
Health Approvals - Wastewater					
Application for approval to operate sewer/wastewater treatment system (pensioner fee) - with evidence	per application	$105.00	$111.00	No	Partial Cost Recovery
Application for approval to operate sewer/wastewater treatment system (pump to sewer/truck systems)	per application	$214.00	$226.00	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	$324.00	No	Partial Cost Recovery
Application to install a Domestic sewer/wastewater treatment system	per application	$413.00	$437.00	No	Partial Cost Recovery
Application to install a Commercial/greater than 10 person onsite sewage/wastewater management system	per application	$494.00	$522.00	No	Partial Cost Recovery
Application to install a greywater treatment system	per application	$158.00	$167.00	No	Partial Cost Recovery
Application to operate a greywater treatment system	per application	$158.00	$167.00	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	$379.00	No	Partial Cost Recovery
Sewer/wastewater system - re-inspection fee	per inspection	$306.00	$324.00	No	Full Cost Recovery
Health Compliance					
Compliance Cost Notice - per officer per hour, plus all direct costs as incurred	per hour	$98.00	$104.00	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	$226.00	No	Partial Cost Recovery
Vapour recovery re-inspection fee	per inspection	$312.00	$330.00	No	Partial Cost Recovery
Vapour recovery inspection for storage tanks on petrol service stations and control equipment for petrol dispensers	per inspection	$425.00	$449.00	No	Full Cost Recovery
Fee for clean-up, prevention and noise control notices	each	$785.00	$803.00	No	Legislative Requirements (Regulatory)

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Health Inspections - Food					
Food premises sampling	per sample	$214.00	$226.00	No	Partial Cost Recovery
Food premises pre-fitout consultancy inspection fee	per application	$284.00	$284.00	No	Legislative Requirements (Regulatory)
Food premises re-inspection fee / secondary routine inspection fee- all risk categories	per inspection	$330.00	$330.00	No	Legislative Requirements (Regulatory)
Food premises annual administration fee - charity/community organisations	each	Zero	Zero	No	Zero Cost Recovery
Food premises annual administration fee (up to & including 5 full time Food Handlers)	each	$390.00	$390.00	No	Legislative Requirements (Regulatory)
Food premises annual administration fee (between 6 and 50 full time Food Handlers)	each	$800.00	$800.00	No	Legislative Requirements (Regulatory)
Food premises annual administration fee (more than 50 full time Food Handlers)	each	$3,500.00	$3,500.00	No	Legislative Requirements (Regulatory)
Food Handlers' Seminar - onsite group booking - minimum 10 persons (working hours)	per booking	$299.00	$316.00	Yes	Partial Cost Recovery
Food Handlers' Seminar - onsite group booking - minimum 10 persons (after hours)	per booking	$448.00	$474.00	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	$342.00	No	Legislative Requirements (Regulatory)
Food premises annual administration fee - 5 star Scores on Doors premises (between 6 and 50 full time Food Handlers)	each	$499.00	$527.00	No	Legislative Requirements (Regulatory)
Food premises annual administration fee - 5 star Scores on Doors premises (more than 50 full time Food Handlers)	each	$860.00	$909.00	No	Legislative Requirements (Regulatory)
Scores on Doors review application (within 3 months of application)	per application	$390.00	$412.00	No	Full Cost Recovery
Food Act - Fee for improvement notice	each	$330.00	$330.00	No	Legislative Requirements (Regulatory)

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Health Inspections - Public Health					
Notification of new skin penetration premises	per notification	$105.00	$105.00	No	Legislative Requirements (Regulatory)
Notification of new public swimming pool or spa pool	per notification	$105.00	$105.00	No	Legislative Requirements (Regulatory)
Notification of installation of regulated systems	per notification	$120.00	$120.00	No	Legislative Requirements (Regulatory)
Inspection beauty premises, including hairdressers/barbers with no skin penetration	per inspection	$180.00	$191.00	No	Partial Cost Recovery
Skin penetration pre-fitout consultancy inspection / public health advisory inspection fee	per application	$312.00	$330.00	No	Partial Cost Recovery
Skin penetration inspection	per inspection	$425.00	$449.00	No	Full Cost Recovery
Inspection public swimming pools	per inspection	$425.00	$449.00	No	Full Cost Recovery
Inspection cooling towers/warm water systems	per inspection	$425.00	$449.00	No	Full Cost Recovery
Re-inspection fee (beauty salon/skin penetration/cooling tower/public swimming pool)	per inspection	$312.00	$330.00	No	Partial Cost Recovery
Re-inspection of Prohibition order Public Health Act	per inspection	$127.50	$127.50	No	Legislative Requirements (Regulatory)
Regulated system - RMP and Certificate of Audit administration fee	each	$184.00	$195.00	No	Full Cost Recovery
Regulated systems sampling	per sample	$214.00	$226.00	No	Partial Cost Recovery
Boarding house inspection/re-inspection fee	per inspection	$425.00	$449.00	No	Full Cost Recovery
Sex services - inspection/re-inspection	per inspection	$513.00	$542.00	No	Full Cost Recovery
Public Health Act - Fee for improvement notice and prohibition order (in any other case)	each	$290.00	$295.00	No	Legislative Requirements (Regulatory)
Public Health Act - Fee for improvement notice and prohibition order (regulated system)	each	$620.00	$635.00	No	Legislative Requirements (Regulatory)

Fee	Units	2023 - 2024 Fee $		2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Impounded Animals (other than companion animals)						
Conveyance fee	per animal	$72.00		$77.00	No	Partial Cost Recovery
Holding, sustenance and veterinary care fee	per animal	$88.00		$93.00	No	Partial Cost Recovery
Notice/administration fee	per animal	$196.00		$207.00	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 - first 28 day period - additional $180 for 28 days	per article	$140.00	1st 28 day period, additional $180 for 28 days	$148.00	No	Partial Cost Recovery
Impounded Articles - Shopping Trolleys and Bikes						
Conveyance, storage and notice/administration fee - 28 day holding period only	per article	$140.00	28 day holding period only	$148.00	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 - 28 day holding period only	per article	$98.00	28 day holding period only	$104.00	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 or actual cost to Council, whichever is the higher	per day	$47.90	per day or actual cost to council - whichever is the higher	$50.60	No	Partial Cost Recovery
Conveyance fee - includes collection, storage and notice/administration fee - or actual cost to Council - whichever is the higher	per article	$193.00	or actual cost to council - whichever is the higher	$204.00	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Impounded Articles - Watercraft (5m and under)					
Storage fee - watercraft held at a contractor's facility - per day or actual cost to Council - whichever is the higher	per day	$62.00 per day or actual cost to council - whichever is the higher	$66.00	No	Partial Cost Recovery
Additional storage fee - watercraft held at a Council owned facility - applied for each day over 28 days	per day	$47.90 applied for each day over 28 days.	$50.60	No	Partial Cost Recovery
Conveyance fee - includes collection, storage and notice/administration fee - or actual cost to Council - whichever is the higher	per article	$193.00 or actual cost to council - whichever is the higher	$204.00	No	Partial Cost Recovery
Occupation Certificates					
Occupation Certificate - Class 1 and 10 Buildings	per application	$350.00	$370.00	Yes	Market Based Pricing
Occupation Certificate - Class 2 - 9 Buildings	per application	$550 + $110 per additional unit	$550 + $110 per additional unit	Yes	Market Based Pricing
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	$792.00	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	$1,056.00	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	$212.00	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	$225.00	No	Full Cost Recovery
Urgency fee - application for Section 735A and 121ZP Certificate (2 day turn around)	per application	$350.00	$370.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Parking Management Fee Private Property					
Existing contracts - per space per annum or as specified in contract	per space per annum	$61.00 per space per annum, or as specified in contract	$65.00	Yes	Partial Cost Recovery
New contracts - per space per annum or as specified in contract	per space per annum	$125.00 per space per annum, or as specified in contract	$132.00	Yes	Partial Cost Recovery
Part 6 (formerly Part 4A) Certificate					
Copy of Part 6 (formerly Part 4A) Certificate	each	$10.00	$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	$370.00	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	$370.00	Yes	Full Cost Recovery
Transfer of PCA role to Council - file review fee.	per application	$550.00	$581.00	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	$1,722.00	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	$1,928.00	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	$2,202.00	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	$2,820.00	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	$3,253.00	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
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	$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	$1,378.00	No	Full Cost Recovery
Section 68 Completion Certificate Fee - install a manufactured home; moveable dwelling or Associated structure on land	per application	$259.00	$274.00	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	$281.00	No	Full Cost Recovery
Strata Applications					
Signing of legal documents including Strata Plan and other legal documents	per application	$429.00	$454.00	Yes	Full Cost Recovery
Strata Plan - Assessment of a request to terminate a Strata Plan	per application	$500.00	$500.00	No	Full Cost Recovery
Strata application review	per application	$860.00	$909.00	Yes	Full Cost Recovery
Strata Title Certificate Application					
Strata Title Certificate Application - additional inspections or re-inspections, if required	per inspection	$299.00	$316.00	Yes	Full Cost Recovery
Strata Title Certificate Aapplication 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	$1,020 plus $220 per unit	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Swimming Pools					
Swimming Pool Registration	per application	$10.00	$10.00	Yes	Legislative Requirements (Regulatory)
Swimming Pool CPR Sign	each	$20.80	$22.00	Yes	Market Based Pricing
Proactive re-inspection fee of swimming pool as part of Council's adopted statutory inspection program	per inspection	$100.00	$100.00	No	Legislative Requirements (Regulatory)
Re-inspection of swimming pool for Compliance Certificate application	per inspection	$100.00	$100.00	Yes	Legislative Requirements (Regulatory)
Re-inspection of private swimming pool (per re-inspections) - Exemption application	per inspection	$100.00	$100.00	No	Legislative Requirements (Regulatory)
Application for extension of time to comply with Direction issued under Swimming Pools Act	per application	$128.00	$136.00	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	$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	$150.00	No	Legislative Requirements (Regulatory)
Initial Inspection of swimming pool for Compliance Certificate application	per inspection	$150.00	$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	$150.00	No	Legislative Requirements (Regulatory)
Application (including inspection) for Section 22 Exemption - Swimming Pools Act	per application	$250.00	$250.00	No	Legislative Requirements (Regulatory)
Additional urgency fee - 4 working day turnaround for Swimming Pool Compliance Certificate, initial inspection	per application	$688.00	$727.00	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Transport & Civil Infrastructure					
Bicycle parking in pay stations e.g. Whistler Street and PCYC					
New application fee (non-refundable)	per application	$71.00	$73.50	Yes	Market Based Pricing
Annual renewal fee	per application	$71.00	$73.50	Yes	Market Based Pricing
Replacement card	per card	$36.00	$36.00	Yes	Market Based Pricing
Replacement permit	per permit		$32.00	Yes	Market Based Pricing
Building Waste Container (Skips)					
Application fee including first 7 days rental	per application	$223.00	$236.00	No	Full Cost Recovery
Placement fee after the first 7 days (per week or part thereof)	per week	$207.00	$219.00	No	Full Cost Recovery
Late application fee - when containers/skips delivered prior to obtaining a Permit	per bin	$1,021.00	$1,079.00	No	Full Cost Recovery
Civil Works					
Civil works - provision of Council works undertaken on behalf of third party	per request	Cost plus 10%	Cost plus 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	$632.00	Yes	Full Cost Recovery
Crane airspace approval					
Crane airspace approval	per application	$330.00	$350.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Driveway Delineation					
A single residential driveway	per set of lines	$790.00	$835.00	No	Full Cost Recovery
A single commercial or industrial driveway	per set of lines	$1,290.00	$1,363.00	No	Full Cost Recovery
Electric Vehicle Charging					
Application fee for a dedicated public electric vehicle charging space	per application	$597.00	$631.00	No	Partial Cost Recovery
Annual fee for a dedicated public electric vehicle charging space	per annum	$1,835.00	$1,936.00	No	Partial Cost Recovery
Event parking - overstay timed restriction					
Hourly charge - first three hours into overstay of timed restriction	each	$5.40	$5.70	Yes	Market Based Pricing
Hourly charge - after first three hours into overstay of timed restriction	per hour per vehicle	$10.90	$11.50	Yes	Market Based Pricing
Processing administrative fee	each	$50.00	$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	$57.30	Yes	Market Based Pricing
Parking - Car Share					
Initial car share fee - licence administration	per application	$597.00	$1,619.00	No	Partial Cost Recovery
Initial car share fee - parking space	each	$1,833.00	$1,936.00	No	Partial Cost Recovery
Car share annual fee - maintenance per each authorised space	each	$1,833.00	$1,936.00	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Parking - Dee Why PCYC Parking Station					
Monday - Sunday (5:30am-12am midnight) 0 - 3 hours	per time limit	Zero	Zero	Yes	Zero Cost Recovery
Monday - Sunday (5:30am -12am midnight) 3 - 4 hours	per time limit	$3.00	$3.00	Yes	Market Based Pricing
Monday - Sunday (5:30am-12am midnight) 4 -5 hours	per time limit	$4.00	$4.00	Yes	Market Based Pricing
Monday - Sunday (5:30am-12am midnight) 5+ hours	per time limit	$5.00	$5.00	Yes	Market Based Pricing
Overnight rate	per time limit	$5.00	$5.00	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	At Cost	Yes	Full Cost Recovery
Parking - Dee Why PCYC Parking Station - Prepaid Accounts					
Daily rate up to 1 week	per day	$8.90	$9.00	Yes	Market Based Pricing
Daily rate between 1 and 2 weeks	per day	$8.30	$8.50	Yes	Market Based Pricing
Daily rate from 2 weeks	per month	$115.00	$122.00	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	$61.00	Yes	Market Based Pricing
Parking - Pay and Display					
Parking App transaction fee - charged by the Parking App provider	per charge		At cost	Yes	Full Cost Recovery
Paid parking spaces occupied as part of a traffic control plan	per charge		Applicable to either day or hourly rates	Yes	Market Based Pricing
Parking - Pay and Display - Church Point, Pittwater Park, Woorak/Iluka Reserve					
Off peak season - hourly rate (1 May to 30 Sep inclusive)	per hour	$8.00	$8.00	Yes	Market Based Pricing
Off peak season - 24 hour rate (1 May to 30 Sep inclusive)	per day	$35.00	$35.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Peak season - hourly rate (1 Oct to 30 Apr inclusive)	per hour	$10.00	$10.00	Yes	Market Based Pricing
Peak season - 24 hour rate (1 Oct to 30 Apr inclusive)	per day	$40.00	$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	$8.00	Yes	Market Based Pricing
Off peak season - daily rate (1 May to 30 Sep inclusive)	per day	$35.00	$35.00	Yes	Market Based Pricing
Peak season - hourly rate (1 Oct to 30 Apr inclusive)	per hour	$10.00	$10.00	Yes	Market Based Pricing
Peak season - daily rate (1 Oct to 30 Apr inclusive)	per day	$40.00	$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	$10.00	Yes	Market Based Pricing
Peak season - daily rate (1 Oct to 30 Apr inclusive)	per day	$40.00	$40.00	Yes	Market Based Pricing
Off peak season - hourly rate (1 May to 30 Sep inclusive)	per hour	$8.00	$8.00	Yes	Market Based Pricing
Off peak season - daily rate (1 May to 30 Sep inclusive)	per day	$35.00	$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	$8.00	Yes	Market Based Pricing
Off peak season - daily rate (1 May to 30 Sep inclusive)	per day	$35.00	$35.00	Yes	Market Based Pricing
Peak season - hourly rate (1 Oct to 30 Apr inclusive)	per hour	$10.00	$10.00	Yes	Market Based Pricing
Peak season - daily rate (1 Oct to 30 Apr inclusive)	per day	$40.00	$40.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 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	$8.00	Yes	Market Based Pricing
Off peak season - buses 8+ seats (1 May to 30 Sep inclusive)	per hour	$35.00	$35.00	Yes	Market Based Pricing
Peak season - general parking (1 Oct to 30 Apr inclusive)	per hour	$10.00	$10.00	Yes	Market Based Pricing
Peak season - buses 8+ seats (1 Oct to 30 Apr inclusive)	per hour	$40.00	$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	$6.00	Yes	Market Based Pricing
Off peak season - 24 hour rate (1 May to 30 Sep inclusive)	per day	$24.50	$26.00	Yes	Market Based Pricing
Peak season - hourly rate (1 Oct to 30 Apr inclusive)	per hour	$6.80	$7.50	Yes	Market Based Pricing
Peak season - 24 hour rate (1 Oct to 30 Apr inclusive)	per day	$27.80	$29.50	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	Zero	Zero	Yes	Zero Cost Recovery
Monday - Sunday (6:30am-7pm) 2 - 2.5 hours	per time limit	$11.50	$12.50	Yes	Market Based Pricing
Monday - Sunday (6:30am-7pm) 2.5 - 3 hours	per time limit	$14.50	$15.50	Yes	Market Based Pricing
Monday - Sunday (6:30am-7pm) 3 - 3.5 hours	per time limit	$19.00	$20.00	Yes	Market Based Pricing
Monday - Sunday (6:30am-7pm) 3.5 - 4 hours	per time limit	$22.50	$24.00	Yes	Market Based Pricing
Monday - Sunday (6:30am-7pm) 4 - 5 hours	per time limit	$35.50	$37.50	Yes	Market Based Pricing
Monday - Sunday (6:30am-7pm) 5+ hours	per time limit	$48.00	$50.50	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	$5.50	Yes	Market Based Pricing
Operational commercial vehicle - daily flat fee weekends only	each	$27.50	$29.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $		2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Top up card and replacement card	each	$50.00		$50.00	Yes	Market Based Pricing
Manly National only - early bird - in by 9am out after 3pm Mon-Fri	per time limit	$24.00		$25.50	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		$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		$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		At Cost	Yes	Full Cost Recovery
Every day - evening 7pm-12 midnight (flat rate fee)	per time limit	$5.50		$5.50	Yes	Market Based Pricing
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)	$113.00	Yes	Market Based Pricing
2 days per week (yearly)	per year	$1,231.00	10% reduction for low emission vehicles (electric and hybrid only)	$1,352.00	Yes	Market Based Pricing
3 days per week (monthly)	per month	$155.00	10% reduction for low emission vehicles (electric and hybrid only)	$169.00	Yes	Market Based Pricing
3 days per week (yearly)	per year	$1,845.00	10% reduction for low emission vehicles (electric and hybrid only)	$2,028.00	Yes	Market Based Pricing
4 days per week (monthly)	per month	$206.00	10% reduction for low emission vehicles (electric and hybrid only)	$225.00	Yes	Market Based Pricing
4 days per week (yearly)	per year	$2,460.00	10% reduction for low emission vehicles (electric and hybrid only)	$2,704.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
5 days (Mon-Fri) (monthly)	per month	$257.00 10% reduction for low emission vehicles (electric and hybrid only)	$282.00	Yes	Market Based Pricing
5 days (Mon-Fri) (yearly)	per year	$3,075.00 10% reduction for low emission vehicles (electric and hybrid only)	$3,380.00	Yes	Market Based Pricing
7 days (Mon-Sun) (monthly)	per month	$411.00 10% reduction for low emission vehicles (electric and hybrid only)	$451.00	Yes	Market Based Pricing
7 days (Mon-Sun) (yearly)	per year	$4,918.00 10% reduction for low emission vehicles (electric and hybrid only)	$5,408.00	Yes	Market Based Pricing
Overnight Access fob - Manly National only	per instance	$50.00	$50.00	Yes	Partial Cost Recovery
Overnight Access fob - Manly National only - Replacement of lost or damaged fob	per instance	$50.00	$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	$52.80	Yes	Market Based Pricing
3 days per week (Monthly)	each	$75.00	$80.00	Yes	Market Based Pricing
4 days per week (Monthly)	each	$101.00	$107.00	Yes	Market Based Pricing
5 days per week (Monthly)	each	$126.00	$134.00	Yes	Market Based Pricing
7 days per week (Monthly)	each	$201.00	$213.00	Yes	Market Based Pricing
2 days per week (yearly)	each	$600.00	$634.00	Yes	Market Based Pricing
3 days per week (yearly)	each	$900.00	$951.00	Yes	Market Based Pricing
4 days per week (yearly)	each	$1,199.00	$1,267.00	Yes	Market Based Pricing
5 days per week (yearly)	each	$1,499.00	$1,583.00	Yes	Market Based Pricing
7 days per week (yearly)	each	$2,398.00	$2,533.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Parking Permit Scheme Manly					
1st permit - residential/ multi-use	per permit	$50.00	$53.00	No	Partial Cost Recovery
1st permit - residential / multiuse - Concession	per permit	$25.00	$26.50	No	Partial Cost Recovery
2nd permit - residential/ multi-use	per permit	$110.00	$117.00	No	Full Cost Recovery
2nd permit - residential / multiuse - Concession	per permit	$55.00	$58.50	No	Partial Cost Recovery
3rd permit - residential/ multi-use	per permit	$110.00	$117.00	No	Market Based Pricing
4th permit - residential/ multi-use (Extenuating circumstances only)	per permit	$280.00	$296.00	No	Market Based Pricing
Special issue not for profit organisation permit	per permit	$26.00	$28.00	No	Partial Cost Recovery
Replacement of multi-use permit	per permit	$230.00	$243.00	No	Full Cost Recovery
Business permit	per permit	$230.00	$243.00	No	Market Based Pricing
Car share permit	per permit	$230.00	$243.00	No	Market Based Pricing
Support worker permit	per permit	$52.00	$55.00	No	Partial Cost Recovery
Parking Permits - Beach					
Ratepayer permits 1 September - 31 August. The first two permits are free	per permit			No	Zero Cost Recovery
Additional ratepayer permits - 1 September - 31 August (Max. of two)	per permit	$236.00	$250.00	No	Partial Cost Recovery
Resident permits 1 September - 31 August (Max. of two)	per permit	$236.00	$250.00	No	Partial Cost Recovery
Ratepayer/residents permits (half-yearly) from 1 March to 31 August (Max. of two)	per permit	$119.00	$126.00	No	Partial Cost Recovery
Replacement of lost, damaged or discarded permits 1 September - 31 August	per permit	$119.00	$126.00	No	Partial Cost Recovery
Replacement permits for new vehicle/windscreen or damaged permits 1 September - 31 August	per permit	$119.00	$126.00	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
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	$619.00	No	Market Based Pricing
LGA Residents only full year permits - Concession - from 1 September to 31 August - there is no guaranteed space	per permit	$277.00	$309.50	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	$1,260.00	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	$310.00	No	Market Based Pricing
LGA Residents only half yearly permits - Concession - from 1 March to 31 August - there is no guaranteed space	per permit	$138.50	$155.00	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	$631.00	No	Market Based Pricing
Church Point carpark reserved parking space (Coupon) by direct debit or invoice	per space per annum	$5,772.00	$6,108.00	Yes	Market Based Pricing
Church Point carpark reserved parking space (Coupon) by direct debit or invoice	per space per month	$482.00	$509.00	Yes	Market Based Pricing
Replacement / temporary permit	per permit	$30.00	$32.00	No	Market Based Pricing
Replacement coupon fee/temporary coupon fee	per permit	$25.00	$25.00	Yes	Market Based Pricing
Bollard key replacement bond	per key	$200.00	$200.00	No	Full Cost Recovery
Parking Permits - Postage and Handling					
Postage and handling	per occasion	$13.00	$14.00	Yes	Full Cost Recovery
Parking Permits - Rowland Reserves, Woorak Reserves and Iluka Park					
Full year permit - 1 September - 31 August	per permit	$204.00	$216.00	No	Partial Cost Recovery
Half yearly permit - from 1 March to 31 August	per permit	$103.00	$109.00	No	Partial Cost Recovery
Full year permit - Concession - 1 September - 31 August	per permit		$108.00	No	Partial Cost Recovery
Half yearly permit - Concession - from 1 March to 31 August	per permit		$54.50	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Parking Permits - Western Foreshore					
Replacement Permit - new vehicle, windscreen, lost and temporary permits	per permit	$28.00	$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	$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	$223.00	No	Full Cost Recovery
Additional urgency fee for applications lodged within 2 business days of date permit is required	per application	$419.00	$443.00	No	Full Cost Recovery
Rental rate (per lane x per day or part thereof)	per day per lane	$299.00	$316.00	No	Full Cost Recovery
Restoration Charges					
Late fee where permit not obtained before road opened or inadequate permit obtained	each	$937.00	$990.00	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	$274.00	No	Full Cost Recovery
Cement concrete footpath - 1-3 m2 (1.5 m2 min.)	per square metre	$507.00	$536.00	No	Full Cost Recovery
Cement concrete footpath - 3-10 m2	per square metre	$402.00	$425.00	No	Full Cost Recovery
Cement concrete footpath - 10-50 m2	per square metre	$292.00	$309.00	No	Full Cost Recovery
Cement concrete footpath - > 50 m2	per square metre	$203.00	$215.00	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	$244.00	No	Full Cost Recovery
Concrete commercial/industrial driveways - 0-5 sqm per m2 (1 m2 min.)	per square metre	$761.00	$804.00	No	Full Cost Recovery
Concrete commercial/industrial driveways - greater than 5 m2 per m2	per square metre	$629.00	$665.00	No	Full Cost Recovery
Concrete residential driveways, multi-occupancy units - 0-5 sqm per m2 (1 m2 min.)	per square metre	$708.00	$748.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Concrete residential driveways, multi-occupancy units - greater than 5 m2 per m2	per square metre	$565.00	$597.00	No	Full Cost Recovery
Formed or grassed area per m2	per square metre	$194.00	$205.00	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	$910.00	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	$675.00	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	$515.00	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	$477.00	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	$1,273.00	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	$779.00	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	$627.00	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	$589.00	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	$659.00	No	Full Cost Recovery
Concrete Shared Pathway (130mm thick slab >2.5m wide with SL72 mesh) - 3-10 sqm	per square metre	$494.00	$522.00	No	Full Cost Recovery
Concrete Shared Pathway (130mm thick slab >2.5m wide with SL72 mesh) - 10-50 sqm	per square metre	$358.80	$379.00	No	Full Cost Recovery
Concrete Shared Pathway (130mm thick slab >2.5m wide with SL72 mesh) - > 50 sqm	per square metre	$249.60	$264.00	No	Full Cost Recovery
Concrete kerb/pram ramp (to NBC standards)	each	$3,000.00	$3,168.00	No	Full Cost Recovery
Top Soil and Grass Seed	per square metre	$85.00	$90.00	No	Full Cost Recovery
Restoration Charges - Kerb and Gutter					
Drainage pit lintels (including 1.8m-3.6m)	each	Cost plus 10%	Cost plus 10%	No	Full Cost Recovery
Kerb and Gutter - 1-3 m (Minimum 1 linear metre)	per linear metre	$666.00	$704.00	No	Full Cost Recovery
Kerb and gutter - 3-10 m2	per linear metre	$595.00	$629.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Kerb and Gutter - 10-50 m2	per linear metre	$564.00	$596.00	No	Full Cost Recovery
Kerb and gutter 50 m2 negotiation (cost plus)	per linear metre	$514.00	$543.00	No	Full Cost Recovery
Restoration Charges - Roads					
High Traffic Locations Surcharge (CBD/Commercial Centres, Regional or State Roads)	each	Cost plus 10%	Cost plus 10%	No	Full Cost Recovery
Line Marking Establishment Cost	each	$1,500.00	$1,584.00	No	Full Cost Recovery
Plant Opening Fee (Concrete or Asphalt Plants)	each	$2,500.00	$2,640.00	No	Full Cost Recovery
Work outside normal hours (e.g night works, weekend work)	per hour	$500.00	$528.00	No	Full Cost Recovery
Hot mix asphaltic concrete on fine crushed rock (50mm min AC DGB) - 1 - 5 per m2 - Cost recoveries - allowing for 100mm min AC due to Pavement defects	per square metre	$463.00 Cost recoveries - allowing for 100mm min AC due to Pavement defects	$489.00	No	Full Cost Recovery
Hot mix asphaltic concrete on fine crushed rock (50mm min AC DGB) - 5 - 25 per m2 - Cost recoveries - allowing for 100mm min AC due to Pavement defects	per square metre	$364.00 Cost recoveries - allowing for 100mm min AC due to Pavement defects	$385.00	No	Full Cost Recovery
Hot mix asphaltic concrete on fine crushed rock (50mm min AC DGB) - 25 - 50 per m2 - Cost recoveries - allowing for 100mm min AC due to Pavement defects	per square metre	$259.00 Cost recoveries - allowing for 100mm min AC due to Pavement defects	$274.00	No	Full Cost Recovery
Hot mix asphaltic concrete on fine crushed rock (50mm min AC DGB) - 50 - 150 per m2 - Cost recoveries - allowing for 100mm min AC due to Pavement defects	per square metre	$231.00 Cost recoveries - allowing for 100mm min AC due to Pavement defects	$244.00	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 - Cost recoveries - allowing for 100mm min AC due to Pavement defects	per square metre	$190.00 Cost recoveries - allowing for 100mm min AC due to Pavement defects	$201.00	No	Full Cost Recovery
Line marking	per square metre	Cost plus 10%	Cost plus 10%	No	Full Cost Recovery
Traffic control - additional charges as determined by Council	per site	Cost plus 10%	Cost plus 10%	No	Full Cost Recovery
Unsealed shoulders	per square metre	Cost plus 10%	Cost plus 10%	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Restoration Charges - Saw Cutting					
Saw cutting	per metre	$43.50	$45.90	No	Full Cost Recovery
Restoration Charges - Utility Authorities only					
Work quality sign off inspection fee	per location	$153.00	$200.00	No	Full Cost Recovery
Quotation scoping and work quality sign off fee	per location	$228.00	$305.00	No	Full Cost Recovery
Restorations - fixed price quotations for repairs to Council assets	per location	Fixed price - cost plus 10%	Fixed price - cost plus 10%	No	Full Cost Recovery
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	$300.00	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	$358.00	No	Full Cost Recovery
Road Works Inspection					
Additional site inspections - 1 inspection	per inspection	$228.00	$200.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Scotland Island Access Permit					
Access Permit - Permitted Service vehicle	per day	Free Trial	Free Trial	No	Zero Cost Recovery
Access Permit - Resident vehicle - 30 November to 29 November	per permit	Free Trial	Free Trial	No	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	$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	$242.00	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	$1,081.00	No	Partial Cost Recovery
Street Renaming					
New road naming (signposting additional as per fees and charges)	per location	$1,643.00	$1,736.00	No	Full Cost Recovery
Road renaming (renaming of existing street including consultation and statutory processes	per location	$2,024.00	$2,138.00	No	Full Cost Recovery
Traffic Control/Traffic Management					
Application to apply traffic control plan	per application	$306.00	$324.00	No	Full Cost Recovery
Assessment of full road closure and associated traffic management plan	per application	$528.00	$558.00	No	Full Cost Recovery
Traffic Facilities - Safety Mirror					
Application fee	per application	$878.00	$928.00	No	Full Cost Recovery
Installation fee for standard 450mm mirror	per application	$1,200.00	$1,268.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 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	$418.00	No	Market Based Pricing
Kerb and Gutter - secondary frontage	per metre	$200.00	$212.00	No	Partial Cost Recovery
Workzone Primary Zone					
Workzone Primary Zone application fee	per application	$1,533.00	$1,619.00	No	Partial Cost Recovery
Rental charge - Workzone Primary Zone rental fee	per metre per week	$49.80	$52.60	No	Partial Cost Recovery
Workzone Standard					
Workzone Standard Zone application fee	per application	$1,023.00	$1,081.00	No	Partial Cost Recovery
Rental charge - Workzone Standard Zone rental fee	per metre per week	$33.30	$35.20	No	Partial Cost Recovery
Parks & Recreation					
Access over/working on Reserves					
Access over reserve only - not for profit purpose - low impact vehicles only - per week	per week	$65.00	$70.00	Yes	Market Based Pricing
Access over reserve only - commercial purpose - low impact vehicles only - per week	per week		$210.00	Yes	Market Based Pricing
Hire fee for access, use and occupation of a reserve - including on-site storage or compound - per venue - not for profit purpose, waived for sports groups in LGA	per week		$100.00	Yes	Market Based Pricing
Hire fee per week for access, use and occupation of a reserve - including on-site storage or compound - per venue - commercial purpose	per week		$300.00	Yes	Market Based Pricing
Hire fee per month (4 weeks) for access, use and occupation of a reserve - not for profit purpose - waived for sports groups in LGA	per month	$280.00	Deleted Fee	Yes	Market Based Pricing
Hire fee per month (4 weeks) for access, use and occupation of a reserve - commercial purposes	per month	$815.00	Deleted Fee	Yes	Market Based Pricing
Storage on a reserve - not for profit user	per week		$50.00	Yes	Market Based Pricing
Storage on a reserve - commercial user	per week		$150.00	Yes	Market Based Pricing
Site inspections - pre and post inspections for management of bonds related to access/ working on the reserve/ vehicle access - as determined by Council	per application	$155.00	$164.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Bollards - unlocking at commercial centre locations - 6am to 3pm weekdays	per instance		$145.00	Yes	Full Cost Recovery
Bollards - unlocking at commercial centre locations - 3pm to 6am weekdays and any time on weekends	per instance		$100.00	Yes	Full Cost Recovery
Annual permit - providing access to or working on reserve throughout the year - as determined by Council	per year		Fee(s) to be determined upon assessment of application	Yes	Partial Cost Recovery
Administration and Ancillary Fees					
Assessment - third party commercial provider - not for profit - smaller casual events - includes mobile food vans and caterers, amusement devices and games and kindy farms etc - as determined by Council	per booking	$50.00	$53.00	Yes	Partial Cost Recovery
Assessment - third party commercial provider - for commercial or larger events - includes mobile food vans and caterers, fireworks, amusement devices and games and animals etc - as determined by Council	per item		$150.00	Yes	Partial Cost Recovery
Additional administration (including cancellations, late applications, alterations and additional requests for approved bookings and permits) - as determined by Council	per hour	$47.80	$51.00	Yes	Market Based Pricing
Urgent assessment - larger events less than 2 weeks notice - non- refundable			$100.00	Yes	Partial 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%	Fee(s) based on cost of service plus 10%	Yes	Full Cost Recovery
Call out (weekend, public holidays, after hours)	per instance	$433.00	$458.00	Yes	Full Cost Recovery
Recovery of costs of utilities, additional services and cleaning related to usage of open space	per booking	Cost plus 10%	Fee(s) based on cost of service plus 10%	Yes	Full Cost Recovery
Site inspections - for management of bonds related to vehicle access and infrastructure on the reserve - as determined by Council	per booking		$164.00	Yes	Full Cost Recovery
Cancellation fee - if booking cancelled 3-10 business days prior to the booking	per booking		50% of venue hire fee	Yes	Partial Cost Recovery
Cancellation fee - if booking cancelled 2 days business days or less prior to the booking	per booking		100% of venue hire and service fee	Yes	Partial Cost Recovery
Power - use of power at Council sites (unless the site is already metered)	per hour	$8.00	$10.00	Yes	Partial Cost Recovery
Cancellation fee for confirmed wedding - if cancelled between 3 months and 11 business days prior to the booking.	per booking		25% of venue hire fee	Yes	Partial Cost Recovery
Site meetings - when staff are requested to attend a meeting related to the use of an Open Space booking request - as determined by Council	per visit		Fee(s) based on cost of service plus 10%	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 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	$60.00	Yes	Partial Cost Recovery
Banner hire at selected Council managed sites - commercial purpose (maximum two week booking)	per site	$150.00	$250.00	Yes	Partial Cost Recovery
Beach Services					
Hourly Rate for hire of staff for events - weekday	per hour per staff member	$71.00	$75.00	Yes	Partial Cost Recovery
Hourly Rate for hire of staff for events - weekend	per hour per staff member	$91.00	$97.00	Yes	Partial Cost Recovery
Jet ski daily rate for hire	per day	$259.00	$274.00	Yes	Partial Cost Recovery
Bonds					
Key bond - temporary use of a key for selected Council venues	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).	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 to cover damage to reserve as part of a booking	per booking	Bond to be determined upon assessment of application based on potential impact on Council assets.	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 - Low impact (as determined by Council)	per hour	$106.00	$112.00	Yes	Partial Cost Recovery
Commercial activation - Medium impact (as determined by Council)	per hour	$212.00	$224.00	Yes	Partial Cost Recovery
Commercial activation - High impact (as determined by Council)	per hour	$423.00	$447.00	Yes	Partial Cost Recovery
Activations and promotional activities - in a commercial/town centre - local businesses based in or within vicinity of centre	per hour	$45.00	$48.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Commercial Activities Permits					
Commercial activities - for extended period (less than 12 months in any one instance) of a complex, large and significant nature - as determined by Council	per booking		Fee(s) to be determined upon assessment of application	Yes	Partial Cost Recovery
Commercial Activities Permits 12 months					
Commercial food truck - 12 months (1 August - 31 July) - Low impact	per year		$2,750.00	Yes	Partial Cost Recovery
Commercial food truck - 12 months (1 August - 31 July) - Medium impact	per year		$4,000.00	Yes	Partial Cost Recovery
Commercial food truck - 12 months (1 August - 31 July) - High impact	per year		$5,500.00	Yes	Partial Cost Recovery
Regular commercial activities in Council open space - 12 months (1 August - 31 July) - Ultra low impact	per year	$600.00	$720.00	Yes	Partial Cost Recovery
Regular commercial activities in Council open space - 12 months (1 August - 31 July) - Low impact	per year	$601 to $1,400 as assessed	$721 to $1,1560 as assessed	Yes	Partial Cost Recovery
Regular commercial activities on Council open space - 12 months (1 August - 31 July) - Medium impact	per year	$1,401 to $2,600 as assessed	$1,561 to $3,240 as assessed	Yes	Partial Cost Recovery
Regular commercial activities on Council open space- 12 months (1 August - 31 July) - High impact	per year	$2,601 to $4,900 as assessed	$3,241 to $4,920 as assessed	Yes	Partial Cost Recovery
Regular commercial activities on Council open space - 12 months (1 August - 31 July) - Major impact	per year		$4,921 to $7,800 as assessed	Yes	Partial Cost Recovery
Regular commercial activities on Council open space- 12 months (1 August - 31 July) - Significant impact	per year	$4,901 to $9,300 as assessed	$7,801 to $9480 as assessed	Yes	Partial Cost Recovery
Commercial Activities Permits for less than 12 months					
Commercial food truck - per month - Low impact	per month		$230.00	Yes	Partial Cost Recovery
Commercial food truck - per month - Medium impact	per month		$335.00	Yes	Partial Cost Recovery
Commercial food truck - per month - High impact	per month		$460.00	Yes	Partial Cost Recovery
Commercial activities - per month - Ultra low impact	per month	$50.00	$60.00	Yes	Partial Cost Recovery
Commercial activities - per month - Low impact	per month	$117.00	$130.00	Yes	Partial Cost Recovery
Commercial activities - per month - Medium impact	per month	$217.00	$270.00	Yes	Partial Cost Recovery
Commercial activities - per month - High impact	per month	$408.00	$410.00	Yes	Partial Cost Recovery
Commercial activities - per month - Major impact	per month		$650.00	Yes	Partial Cost Recovery
Commercial activities - per month - Significant impact	per month	$775.00	$790.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Regular commercial sports activities - per term - Low impact	per quarter		$1,500.00	Yes	Partial Cost Recovery
Regular commercial sports activities - per term - Medium impact	per quarter		$3,000.00	Yes	Partial Cost Recovery
Regular commercial sports activities - per term - High impact	per quarter		$750.00	Yes	Partial Cost Recovery
Commercial Markets					
Commercial markets - 50 stalls & under	per day	$1,049.00	$1,108.00	Yes	Market Based Pricing
Commercial markets - 51 to 100 stalls	per day	$1,743.00	$1,841.00	Yes	Market Based Pricing
Commercial markets - 101+ stalls	per day	$2,639.00	$2,787.00	Yes	Market Based Pricing
Filming and Photography					
Application processing - non refundable	per application	$160.00	$169.00	No	Partial Cost Recovery
Filming fee - Ultra low impact	per booking	Zero	Zero	No	Legislative Requirements (Regulatory)
Filming fee - Low impact	per booking	$150.00	$150.00	No	Legislative Requirements (Regulatory)
Filming fee - Medium impact	per booking	$300.00	$300.00	No	Legislative Requirements (Regulatory)
Filming fee - High impact	per booking	$500.00	$500.00	No	Legislative Requirements (Regulatory)
News/current affairs/educational/community service/student	per booking	Zero	Zero	No	Legislative Requirements (Regulatory)
Medium scale filming permit - extended period (as assessed) - per week	per week	$815.00	$861.00	No	Partial Cost Recovery
Large scale filming permit - extended period (as assessed) - per week	per week	$1,141.00	$1,205.00	No	Partial Cost Recovery
Low impact filming permit - extended period (as assessed) - per week	per week		$250.00	No	Partial Cost Recovery
Facility hire for filming - buildings and facilities without a specific hire fee - not for profit	per hour		$30.00	No	Partial Cost Recovery
Facility hire for filming - buildings and facilities without a specific hire fee - commercial	per hour		$90.00	No	Partial Cost Recovery
Urgent assessment - not for profit - within 3 business days of activity - non refundable	per application		$50.00	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Urgent assessment - commercial - within 3 business days of activity - non refundable	per application		$150.00	No	Partial Cost Recovery
Annual filming permit - ongoing/ regular filming permit - as assessed by Council	per application		Fee(s) to be determined upon assessment of application	Yes	Partial Cost Recovery
Commercial Photography - use of venue for business purposes (Family and group photos, artistic shots) - Low Impact - as assessed by Council	per day		$150.00	Yes	Partial Cost Recovery
Commercial Photography - use of venue for business purposes - (Family and group photos, artistic shots) - Medium Impact - as assessed by Council	per day		$300.00	Yes	Partial Cost Recovery
Commercial Photography - use of venue for business purposes (Family and group photos, artistic shots) - High Impact	per day		$500.00	Yes	Partial Cost Recovery
Major Events, Special Events					
ANZAC Day, Remembrance Day and related events	per booking	Zero	Zero	Yes	Zero Cost Recovery
Christmas related events open to the community hosted by groups based in the LGA excludes major, significant events - includes selling christmas trees - (as determined by Council)	per booking	Zero	Zero	Yes	Zero Cost Recovery
Minor scale event	per day	Range $1,000 to $10,000 as assessed	Range $1,000 to $10,000 as assessed	Yes	Partial Cost Recovery
Medium scale event	per day	Range $10,001 to $20,200 as assessed	Range $10,001 to $20,200 as assessed	Yes	Partial Cost Recovery
Major scale event	per day	Range $20,201 to $28,500 as assessed	Range $20,201 to $28,500 as assessed	Yes	Partial Cost Recovery
Significant scale event	per booking	Fee(s) to be determined upon assessment of application	Fee(s) to be determined upon assessment of application	Yes	Partial Cost Recovery
Initial assessment of new large scale events - commercial user - payment requested prior to assessment	per request		$150.00	Yes	Partial Cost Recovery
Manly Dam and Stony Range Botanic Garden					
Manly Dam - Hire of uncovered picnic table	per day	$50.00	$53.00	Yes	Partial Cost Recovery
Manly Dam - Hire of covered picnic table	per day	$75.00	$80.00	Yes	Partial Cost Recovery
Manly Dam - Events - Not for profit user - per area	per hour	$42.00	$45.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Manly Dam - Events - Commercial user - per area	per hour	$90.00	$135.00	Yes	Partial Cost Recovery
Manly Dam - Camping - Not for profit only	per booking		$100.00	Yes	Partial Cost Recovery
Stony Range - building hire - Not for profit user	per hour	$17.00	$29.00	Yes	Partial Cost Recovery
Stony Range - building hire - Commercial user	per hour	$32.00	$81.00	Yes	Partial Cost Recovery
Memorial					
Installation of plaque on existing seat	each	$742.00	$784.00	No	Full Cost Recovery
Installation of Olympic Plaque (Manly)	each	$1,873.00	$1,978.00	No	Full Cost Recovery
Installation of plaque, seat	each	$3,029.00	$3,199.00	No	Full Cost Recovery
Installation of plaque, seat & concrete slab	each	$4,995.00	$5,275.00	No	Full Cost Recovery
Netball and Basketball Courts					
Netball/ Basketball court - School or local sports club - Per court	per hour		$8.00	Yes	Partial Cost Recovery
Netball/ Basketball court - Not for profit user - Per court	per hour	$7.00	$10.50	Yes	Partial Cost Recovery
Netball/ Basketball court - Commercial user - Per court	per hour	$12.00	$18.00	Yes	Partial Cost Recovery
Open spaces - use of - including parks, reserves, beaches, rock pools, sportsgrounds					
Open space hire - Not for profit user - per venue/ field - (excludes major and significant events and promotional activations)	per hour	$27.00	$29.00	Yes	Partial Cost Recovery
Open space hire - Commercial user - per facility/ field - (excludes major and significant events and promotional activations)	per hour	$81.00	$86.00	Yes	Partial Cost Recovery
Open space hire - Annual/ seasonal not for profit use - up to 12 months - per venue	per year	$185.00	$196.00	Yes	Partial Cost Recovery
Open space hire - Annual/ seasonal not for profit use - up to 12 months - more than one location/ venue - low impact	per year		$300.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Open space hire - Annual school use - 12 months - per field (includes mini fields) & per one beach location/ rockpool	per year	$65.00	$75.00	Yes	Partial Cost Recovery
Open space hire - Circus and carnivals - large scale	per week	$5,781.00	$6,105.00	Yes	Full Cost Recovery
Community use - Emergency, medical and defence force - training related not for profit activities	per booking	Zero	Zero	Yes	Zero Cost Recovery
Community use - Beach clean ups and other services directly benefiting the Northern Beaches environment - as determined by Council	per application	Zero	Zero	Yes	Zero Cost Recovery
Community use - Rockpool hire by swimming clubs based in LGA (excludes major, significant events as determined by Council)	per booking	Zero	Zero	Yes	Zero Cost Recovery
Community use - Beach and beach reserve hire only - by local Club and District Surf Life saving group events only - (excludes major, significant events as determined by Council and events operated by third parties and other not for profit groups) - Does not cover any service provision costs and bonds	per booking	Zero	Zero	Yes	Zero Cost Recovery
Community use - Beach and beach reserve hire only - Local surfing/boardrider group events only - (excludes major, significant events as determined by Council and events operated by third parties and non local not for profit related groups) - Does not cover any service provision costs and bonds	per booking	Zero	Zero	Yes	Zero Cost Recovery
Community use - Stalls - Not for profit and charity - ultra low impact (as determined by Council)	per hour	$9.00	$10.00	Yes	Partial Cost Recovery
Community use - Pool and beach wheel chair	per booking	Zero	Zero	Yes	Partial Cost Recovery
Open Space hire - school cross country - using more than one venue/ area - includes one backup/ wet weather day	per booking		$130.00	Yes	Partial Cost Recovery
Regional Facilities and Regional Sporting Grounds					
Regional sporting grounds - 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.	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 - Pittwater Rugby Park - equipment storage space - per location	per quarter	$65.00	$120.00	Yes	Partial Cost Recovery
Regional sporting grounds - Pittwater Rugby Park - BBQ area only (no entry to function room) - Includes use of the BBQ, with gas provided.	per day	$100.00	$100.00	Yes	Partial Cost Recovery
Regional sporting grounds - Manly Oval - hire of premium sportsfield - not for profit user	per hour	$53.00	$56.00	Yes	Partial Cost Recovery
Regional sporting grounds - Manly Oval - hire of premium sportsfield - commercial user	per hour	$159.00	$168.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Regional sporting grounds - Seasonal major users as per agreement (includes MDCC & MRFC)	per month	$2,972.00	$3,139.00	Yes	Partial Cost Recovery
Synthetic sportsfields - not for profit user (excludes major, significant events as determined by Council)	per hour	$52.00	$55.00	Yes	Partial Cost Recovery
Synthetic sportsfields - Commercial user (excludes major, significant events as determined by Council)	per hour	$180.00	$191.00	Yes	Full Cost Recovery
Synthetic sportsfields - Hire mini synthetic sportsfields - not for profit user - (excludes major, significant events as determined by Council)	per hour	$26.00	$27.50	Yes	Partial Cost Recovery
Synthetic sportsfields - Hire mini synthetic sportsfields - commercial user (excludes major, significant events as determined by Council)	per hour	$90.00	$96.00	Yes	Partial Cost Recovery
Synthetic sportsfield - Hire synthetic sportsfields - Annual school use - 12 months - per field (includes mini fields)	per year		$150.00	Yes	Partial Cost Recovery
Turf Wicket - Hire - Not for profit user	per booking	$704.00	$744.00	Yes	Partial Cost Recovery
Regional sporting grounds - 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.	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
Turf Wicket - Hire - Commercial user	per booking	$1,404.00	$1,483.00	Yes	Full Cost Recovery
Turf Wicket - Preparation	per booking	Cost plus 10%	Cost plus 10%	Yes	Full Cost Recovery
Bare Creek Bike Park - Hire fee for each section of the facility for a major event or commerical use - as determined by Council	per booking	Range $500 to $9,500 maximum as assessed	Range $1,000 to $9,500 maximum as assessed	Yes	Partial Cost Recovery
Regional sporting grounds - 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	Fee(s) to be determined upon assessment of application	Yes	Partial Cost Recovery
Regional sporting grounds - Event bump in/bump out - includes other major venues - as determined by Council	per hour	50% of applicable rate	50% of applicable rate	Yes	Partial Cost Recovery
Regional sporting grounds - Hire of community spaces such as function rooms, grandstands, change rooms and amenities - per facility - not for profit user	per hour	$31.70	$33.50	Yes	Partial Cost Recovery
Regional sporting grounds - Hire of community spaces such as function rooms, grandstands, change rooms and amenities - per facility - commercial user	per hour	$53.00	$56.00	Yes	Partial Cost Recovery
Regional sporting grounds - Lighting fees (for use outside of any Council agreements)	per hour	See fees for sportsground lighting	See fees for sportsground lighting	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Regional sporting grounds - Pittwater Rugby Park & Brookvale Park - hire of premium sportsfield - commercial user	per hour	$318.00	$336.00	Yes	Partial Cost Recovery
Regional sporting grounds - Pittwater Rugby Park & Brookvale Park - hire of premium sportsfield - not for profit user	per hour	$80.00	$85.00	Yes	Partial Cost Recovery
Seasonal Sportsground User Fees					
Junior Players - Fee for seasonal use of a sportsground by a sports group (including schools) - short season (for an allocation for up to a maximum of 12 weeks)	per player	$8.90	$9.40	Yes	Partial Cost Recovery
Junior Players - Fee for seasonal use of a sportsground by a sports group (including schools) - long season (for an allocation up to a maximum of 12 weeks)	per player	$14.80	$15.60	Yes	Partial Cost Recovery
Senior Players - Fee for seasonal use of a sportsground by a sports group - (including schools) - short season (up to a maximum of 12 weeks)	per player	$12.00	$12.70	Yes	Partial Cost Recovery
Senior Players - Fee for seasonal use of a sportsground by a sports group - (including schools) - long season (more than 12 weeks)	per player	$20.00	$21.10	Yes	Partial Cost Recovery
Sportsground Lighting Fees					
Allambie Heights Oval - Field 1 - F1	per hour or part thereof	$9.90	$10.50	Yes	Partial Cost Recovery
Aquatic Reserve No.1 Baseball - Infield - F1	per hour or part thereof	$11.80	$12.50	Yes	Partial Cost Recovery
Aquatic Reserve No.1 Baseball - Batting Pen - F2	per hour or part thereof	$3.50	$3.70	Yes	Partial Cost Recovery
Aquatic Reserve No.1 Baseball - Outfield - F3	per hour or part thereof	$5.80	$6.10	Yes	Partial Cost Recovery
Ararat Reserve - Field 1 Pole 1 - F1	per hour or part thereof	$3.10	$3.30	Yes	Partial Cost Recovery
Ararat Reserve - Field 1 Pole 2 - F2	per hour or part thereof	$3.00	$3.20	Yes	Partial Cost Recovery
Ararat Reserve - Field 1 Pole 3 - F3	per hour or part thereof	$3.00	$3.20	Yes	Partial Cost Recovery
Ararat Reserve - Field 1 Pole 4 - F4	per hour or part thereof	$3.00	$3.20	Yes	Partial Cost Recovery
Avalon Beach Netball - Netball Court South - C1	per hour or part thereof	$1.90	$2.00	Yes	Partial Cost Recovery
Avalon Beach Netball - Shared Court North - C2	per hour or part thereof	$1.90	$2.00	Yes	Partial Cost Recovery
Avalon Beach Netball - Grass netball court - C3	per hour or part thereof	$1.90	$2.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Avalon Beach Netball - Half Court Basketball - C4	per hour or part thereof	$1.00	$1.10	Yes	Partial Cost Recovery
Balgowlah Oval - Balgowlah - F1 Low	per hour or part thereof	$7.70	$8.10	Yes	Partial Cost Recovery
Balgowlah Oval - Balgowlah - F1 High	per hour or part thereof	$11.50	$12.10	Yes	Partial Cost Recovery
Bantry Reserve - Field 1 Low - F1	per hour or part thereof	$4.50	$4.80	Yes	Partial Cost Recovery
Bantry Reserve - Field 1 High - F2	per hour or part thereof	$6.60	$7.00	Yes	Partial Cost Recovery
Beacon Hill Reserve - Field 1 Low - F4	per hour or part thereof	$3.40	$3.60	Yes	Partial Cost Recovery
Beacon Hill Reserve - Field 1 High - F5	per hour or part thereof	$4.50	$4.80	Yes	Partial Cost Recovery
Beacon Hill Reserve - Field 2 Low - F1	per hour or part thereof	$7.90	$8.30	Yes	Partial Cost Recovery
Beacon Hill Reserve - Field 2 High - F2	per hour or part thereof	$14.30	$15.10	Yes	Partial Cost Recovery
Belrose Oval (Bambara Oval) - Field 1 - F1	per hour or part thereof	$4.90	$5.20	Yes	Partial Cost Recovery
Beverley Job Park - Field 1 - F1	per hour or part thereof	$5.40	$5.70	Yes	Partial Cost Recovery
Beverley Job Park - Field 1 - F1Hi	per hour or part thereof	$10.90	$11.50	Yes	Partial Cost Recovery
Boondah multi courts - Courts 3 & 4 North - C1	per hour or part thereof	$1.90	$2.00	Yes	Partial Cost Recovery
Boondah multi courts - Courts 1 & 2 South - C2	per hour or part thereof	$1.90	$2.00	Yes	Partial Cost Recovery
Boondah multi courts - Basketball Half Court - C3	per hour or part thereof	$1.90	$2.00	Yes	Partial Cost Recovery
Boondah Reserve - Field 1 - F1	per hour or part thereof	$12.30	$13.00	Yes	Partial Cost Recovery
Boondah Reserve 2,3 & 4 lighting - Zone 1	per hour or part thereof	$2.30	$2.40	Yes	Partial Cost Recovery
Boondah Reserve 5 Netball lighting - Zone 1	per hour or part thereof	$9.10	$9.60	Yes	Partial Cost Recovery
Boondah Reserve - Fields 6 & 7 - F67	per hour or part thereof	$2.30	$2.40	Yes	Partial Cost Recovery
Brookvale Park - Competition East	per hour or part thereof		$39.80	Yes	Partial Cost Recovery
Brookvale Park - Competition West	per hour or part thereof		$39.00	Yes	Partial Cost Recovery
Brookvale Park - Grandstand	per hour or part thereof		$17.30	Yes	Partial Cost Recovery
Brookvale Park - Training East	per hour or part thereof		$15.60	Yes	Partial Cost Recovery
Brookvale Park - Training West	per hour or part thereof		$13.80	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Brookvale Park - TV East	per hour or part thereof		$81.40	Yes	Partial Cost Recovery
Brookvale Park - TV West	per hour or part thereof		$81.40	Yes	Partial Cost Recovery
Careel Bay - Field 1 - F1	per hour or part thereof	$9.20	$9.70	Yes	Partial Cost Recovery
Careel Bay - Field 2 - F2	per hour or part thereof	$9.20	$9.70	Yes	Partial Cost Recovery
Careel Bay - Field 3 mini - F3	per hour or part thereof	$10.90	$11.50	Yes	Partial Cost Recovery
Collaroy Plateau Park - Field 1 - F1	per hour or part thereof	$5.00	$5.30	Yes	Partial Cost Recovery
Collaroy Plateau Park - Field 1 - F1Hi	per hour or part thereof	$9.90	$10.50	Yes	Partial Cost Recovery
Collaroy Plateau Park - Cricket Nets - CN	per hour or part thereof	$4.50	$4.80	Yes	Partial Cost Recovery
Cromer Park - Cromer 2 synthetic - F2	per hour or part thereof	$7.60	$8.00	Yes	Partial Cost Recovery
Cromer Park - Cromer 2 synthetic - F2Hi	per hour or part thereof	$10.90	$11.50	Yes	Partial Cost Recovery
Cromer Park - Cromer 345 - F3	per hour or part thereof	$15.00	$15.80	Yes	Partial Cost Recovery
Cromer Park - Cromer 345 - F3Hi	per hour or part thereof	$24.10	$25.50	Yes	Partial Cost Recovery
David Thomas Reserve - Field 1 - F1	per hour or part thereof	$4.10	$4.30	Yes	Partial Cost Recovery
David Thomas Reserve - Field 2 - F2	per hour or part thereof	$10.90	$11.50	Yes	Partial Cost Recovery
David Thomas Reserve - Field 3 - F3	per hour or part thereof	$10.90	$11.50	Yes	Partial Cost Recovery
David Thomas Reserve - Mini Field - F4	per hour or part thereof	$5.00	$5.30	Yes	Partial Cost Recovery
Dee Why Park - Field 1 - F1	per hour or part thereof	$7.70	$8.10	Yes	Partial Cost Recovery
Dee Why Park - Field 1 - F1Hi	per hour or part thereof	$11.50	$12.10	Yes	Partial Cost Recovery
Dee Why Park - Field 2 - F2	per hour or part thereof	$3.80	$4.00	Yes	Partial Cost Recovery
Forestville Park - Field 1 Low - F1	per hour or part thereof	$7.70	$8.10	Yes	Partial Cost Recovery
Forestville War Memorial Playing Field lighting - Zone 1	per hour or part thereof	$1.90	$2.00	Yes	Partial Cost Recovery
Forestville Park - Field 1 High - F2	per hour or part thereof	$11.50	$12.10	Yes	Partial Cost Recovery
Forestville War Memorial Playing Field lighting - Zone 2	per hour or part thereof	$1.90	$2.00	Yes	Partial Cost Recovery
Forestville Park - Field 1 Training area - F3	per hour or part thereof	$3.80	$4.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Forestville War Memorial Playing Fields - Synthetic 1 & 2 Low - F3	per hour or part thereof	$14.10	$14.90	Yes	Partial Cost Recovery
Forestville War Memorial Playing Fields - Synthetic 1 & 2 High - F4	per hour or part thereof	$27.40	$28.90	Yes	Partial Cost Recovery
Forestville War Memorial Playing Fields - Field 3 - F5	per hour or part thereof	$4.00	$4.20	Yes	Partial Cost Recovery
Forestville War Memorial Playing Fields - Rugby Field - F6	per hour or part thereof	$11.80	$12.50	Yes	Partial Cost Recovery
Forestville War Memorial Playing Fields - Margaret Cliff Courts 456 - F1	per hour or part thereof	$2.20	$2.30	Yes	Partial Cost Recovery
Forestville War Memorial Playing Fields - Margaret Cliff Courts 123 - F2	per hour or part thereof	$2.20	$2.30	Yes	Partial Cost Recovery
Griffith Park - Field 1 - F1	per hour or part thereof	$7.90	$8.30	Yes	Partial Cost Recovery
Harbord Park - Field 1 - F1	per hour or part thereof	$6.50	$6.90	Yes	Partial Cost Recovery
Harbord Park - Field 1 - F1Hi	per hour or part thereof	$9.80	$10.40	Yes	Partial Cost Recovery
Harbord Park - Field 2 - F2	per hour or part thereof	$6.50	$6.90	Yes	Partial Cost Recovery
Harbord Park - Field 2 - F2Hi	per hour or part thereof	$9.80	$10.40	Yes	Partial Cost Recovery
Hews Reserve - Field 1 - F1	per hour or part thereof	$6.50	$6.90	Yes	Partial Cost Recovery
Hitchcock Park - Training field - F2	per hour or part thereof	$5.90	$6.20	Yes	Partial Cost Recovery
Hitchcock Park - Field 1 - F1	per hour or part thereof	$9.80	$10.40	Yes	Partial Cost Recovery
J.J. Melbourne Hills Memorial Reserve - BMX race track - F1	per hour or part thereof	$4.30	$4.50	Yes	Partial Cost Recovery
J.J. Melbourne Hills Memorial Reserve - BMX race track - F1Hi	per hour or part thereof	$6.50	$6.90	Yes	Partial Cost Recovery
J.J. Melbourne Hills Memorial Reserve - BMX pump track - F2	per hour or part thereof	$1.60	$1.70	Yes	Partial Cost Recovery
J.J. Melbourne Hills Memorial Reserve - BMX pump track - F2Hi	per hour or part thereof	$2.70	$2.90	Yes	Partial Cost Recovery
J.J. Melbourne Hills Memorial Reserve - Equestrian - F3	per hour or part thereof	$5.00	$5.30	Yes	Partial Cost Recovery
James Morgan Reserve - Field 1 - F1	per hour or part thereof	$11.80	$12.50	Yes	Partial Cost Recovery
John Fisher Park Abbott Road Softball - Diamond 2 Pole 1 - F1	per hour or part thereof	$2.90	$1.50	Yes	Partial Cost Recovery
John Fisher Park Abbott Road Softball - Diamond 2 Pole 2 - F2	per hour or part thereof	$2.90	$1.50	Yes	Partial Cost Recovery
John Fisher Park Abbott Road Softball - Diamond 1 Pole 3 - F3	per hour or part thereof	$2.90	$1.50	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
John Fisher Park Abbott Road Softball - Diamond 1 Pole 4 - F4	per hour or part thereof	$2.90	$1.50	Yes	Partial Cost Recovery
John Fisher Park Abbott Road - Field 3 - F3	per hour or part thereof	$5.90	$6.20	Yes	Partial Cost Recovery
John Fisher Park Abbott Road - Field 4 - F4	per hour or part thereof	$11.70	$12.40	Yes	Partial Cost Recovery
John Fisher Park Abbott Road - Field 5 - F5	per hour or part thereof	$12.80	$13.50	Yes	Partial Cost Recovery
John Fisher Park Adam Street Ground - Field 1 - F1	per hour or part thereof	$1.50	$1.60	Yes	Partial Cost Recovery
John Fisher Park Denzil Joyce Oval - Field - F3	per hour or part thereof	$4.00	$4.20	Yes	Partial Cost Recovery
John Fisher Park Denzil Joyce Oval - Field - F3Hi	per hour or part thereof	$7.30	$7.70	Yes	Partial Cost Recovery
John Fisher Park Netball - Courts 2-7 - F1	per hour or part thereof	$8.00	$8.50	Yes	Partial Cost Recovery
John Fisher Park Netball - Courts 8-10 - F2	per hour or part thereof	$4.90	$5.20	Yes	Partial Cost Recovery
John Fisher Park Netball - Courts 11-16 - F3	per hour or part thereof	$7.60	$8.00	Yes	Partial Cost Recovery
John Fisher Park Netball - Courts 17-20 - F4	per hour or part thereof	$7.60	$8.00	Yes	Partial Cost Recovery
John Fisher Park Netball - Courts 21-25 - F5	per hour or part thereof	$6.40	$6.80	Yes	Partial Cost Recovery
John Fisher Park Netball - Courts 27-28 - F6	per hour or part thereof	$3.30	$3.50	Yes	Partial Cost Recovery
John Fisher Park Old Reub Hudson Oval - Old Reub - F1	per hour or part thereof	$3.30	$3.50	Yes	Partial Cost Recovery
John Fisher Park Old Reub Hudson Oval - Old Reub - F1Hi	per hour or part thereof	$5.50	$5.80	Yes	Partial Cost Recovery
John Fisher Park Reub Hudson Oval - Reub - F2	per hour or part thereof	$4.00	$4.20	Yes	Partial Cost Recovery
John Fisher Park Reub Hudson Oval - Reub - F2Hi	per hour or part thereof	$7.30	$7.70	Yes	Partial Cost Recovery
John Fisher Park Weldon Oval - Low - F1	per hour or part thereof	$17.60	$18.60	Yes	Partial Cost Recovery
John Fisher Park Weldon Oval - High - F2	per hour or part thereof	$35.80	$37.80	Yes	Partial Cost Recovery
Keirle Park - Keirle North - F1	per hour or part thereof	$9.90	$10.50	Yes	Partial Cost Recovery
Keirle Park - Keirle South - F2	per hour or part thereof	$7.90	$8.30	Yes	Partial Cost Recovery
Killarney Heights Oval - Killarney - F1	per hour or part thereof	$7.20	$7.60	Yes	Partial Cost Recovery
Killarney Heights Oval - Killarney - F1Hi	per hour or part thereof	$10.70	$11.30	Yes	Partial Cost Recovery
Kitchener Park - Field 1 - F1	per hour or part thereof	$8.50	$4.50	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Kitchener Park - Field 1 - F1Hi	per hour or part thereof	$3.80	$7.70	Yes	Partial Cost Recovery
Kitchener Park - Field 2 - F2	per hour or part thereof	$6.60	$4.50	Yes	Partial Cost Recovery
Kitchener Park - Field 2 - F2HI	per hour or part thereof		$7.70	Yes	Partial Cost Recovery
L M Grahams Reserve - Low 50 Lux - F1	per hour or part thereof	$12.50	$13.20	Yes	Partial Cost Recovery
L M Grahams Reserve - High 100 lux - F2	per hour or part thereof	$24.00	$25.30	Yes	Partial Cost Recovery
L M Grahams Reserve - High 200 lux - F3	per hour or part thereof	$32.70	$34.50	Yes	Partial Cost Recovery
Lake Park Oval - Field 1 - F1	per hour or part thereof	$9.20	$9.70	Yes	Partial Cost Recovery
Lionel Watts Reserve - Field 1 - F1	per hour or part thereof	$7.30	$7.70	Yes	Partial Cost Recovery
Lionel Watts Reserve - Field 1 - F1Hi	per hour or part thereof	$11.00	$11.60	Yes	Partial Cost Recovery
Lionel Watts Reserve - Field 2 - F2	per hour or part thereof	$7.30	$7.70	Yes	Partial Cost Recovery
Lionel Watts Reserve - Field 2 - F2Hi	per hour or part thereof	$9.20	$9.70	Yes	Partial Cost Recovery
Lionel Watts Reserve - Synthetic - AFL	per hour or part thereof	$12.80	$13.50	Yes	Partial Cost Recovery
Lionel Watts Reserve - Synthetic - AFLHi	per hour or part thereof	$21.90	$23.10	Yes	Partial Cost Recovery
Lionel Watts Reserve - Hard Courts West - N1	per hour or part thereof	$2.90	$3.10	Yes	Partial Cost Recovery
Lionel Watts Reserve - Hard Courts East - N2	per hour or part thereof	$2.90	$3.10	Yes	Partial Cost Recovery
Macfarlane Reserve - Field - F1	per hour or part thereof	$2.70	$2.90	Yes	Partial Cost Recovery
Manly Oval - Low - F1	per hour or part thereof	$8.80	$9.30	Yes	Partial Cost Recovery
Manly Oval - Lux Level 2 - F2	per hour or part thereof	$11.70	$12.40	Yes	Partial Cost Recovery
Manly Oval - Lux Level 3 - F3	per hour or part thereof	$19.50	$20.60	Yes	Partial Cost Recovery
Manly Oval - Hi - F4	per hour or part thereof	$40.90	$43.20	Yes	Partial Cost Recovery
Manly West Park - Manly - F1	per hour or part thereof	$5.10	$5.40	Yes	Partial Cost Recovery
Miller Reserve - Field 1 - F1	per hour or part thereof	$5.90	$6.20	Yes	Partial Cost Recovery
Miller Reserve - Field 1 - F1Hi	per hour or part thereof	$9.80	$10.40	Yes	Partial Cost Recovery
Miller Reserve - Field 2 - F2	per hour or part thereof	$5.90	$6.20	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Miller Reserve - Field 2 - F2Hi	per hour or part thereof	$9.80	$10.40	Yes	Partial Cost Recovery
Miller Reserve - Field 3 - F3	per hour or part thereof	$5.90	$6.20	Yes	Partial Cost Recovery
Miller Reserve - Field 3 - F3Hi	per hour or part thereof	$9.80	$10.40	Yes	Partial Cost Recovery
Miller Reserve - Mini Field - F4	per hour or part thereof	$7.90	$8.30	Yes	Partial Cost Recovery
Narrabeen Sports High School - Field 2 - F1	per hour or part thereof	$5.90	$6.20	Yes	Partial Cost Recovery
Narrabeen Sports High School - Field 2 - F1Hi	per hour or part thereof	$9.20	$9.70	Yes	Partial Cost Recovery
Narrabeen Sports High School - Synthetic Field 1 - F1	per hour or part thereof	$9.20	$9.70	Yes	Partial Cost Recovery
Newport Oval - Field 1 - F1	per hour or part thereof	$3.90	$4.10	Yes	Partial Cost Recovery
Newport Oval - Field 1 - F1Hi	per hour or part thereof	$7.70	$8.10	Yes	Partial Cost Recovery
Nolan Reserve - Nolans 7 - F1	per hour or part thereof	$10.90	$11.50	Yes	Partial Cost Recovery
Nolan Reserve - Field 1 - F3	per hour or part thereof	$5.90	$6.20	Yes	Partial Cost Recovery
Nolan Reserve - Field 1 - F3Hi	per hour or part thereof	$10.20	$10.80	Yes	Partial Cost Recovery
Nolan Reserve - Field 2 - F4	per hour or part thereof	$6.90	$7.30	Yes	Partial Cost Recovery
Nolan Reserve - Junior Field - F5	per hour or part thereof	$3.90	$4.10	Yes	Partial Cost Recovery
Nolan Reserve - Riverside 2 = Nolans 6 - F7	per hour or part thereof	$7.90	$8.30	Yes	Partial Cost Recovery
Nolan Reserve - Riverside 3 = Nolans 3 4 5 - F8	per hour or part thereof	$18.70	$19.80	Yes	Partial Cost Recovery
North Narrabeen Reserve - Field 3 - F1	per hour or part thereof	$4.90	$5.20	Yes	Partial Cost Recovery
North Narrabeen Reserve - Field 3 - F1Hi	per hour or part thereof	$9.80	$10.40	Yes	Partial Cost Recovery
North Narrabeen Reserve - Field 4 - F2	per hour or part thereof	$4.90	$5.20	Yes	Partial Cost Recovery
North Narrabeen Reserve - Field 4 - F2Hi	per hour or part thereof	$9.80	$10.40	Yes	Partial Cost Recovery
North Narrabeen Reserve - Fields 3,4 & touch - F3	per hour or part thereof	$8.10	$8.60	Yes	Partial Cost Recovery
North Narrabeen Reserve - Fields 3,4 & touch - F3Hi	per hour or part thereof	$16.30	$17.20	Yes	Partial Cost Recovery
North Narrabeen Reserve - AFL - AFL	per hour or part thereof	$18.20	$19.20	Yes	Partial Cost Recovery
Passmore Reserve - Field 1 - F1	per hour or part thereof		$3.50	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Passmore Reserve - Field1 - F1Hi	per hour or part thereof		$4.50	Yes	Partial Cost Recovery
Passmore Reserve - Field 2 - F2	per hour or part thereof		$3.50	Yes	Partial Cost Recovery
Passmore Reserve - Field 2 - F2Hi	per hour or part thereof		$7.40	Yes	Partial Cost Recovery
Passmore Reserve - Field 3 - F3	per hour or part thereof		$2.90	Yes	Partial Cost Recovery
Passmore Reserve - Field 3 - F3Hi	per hour or part thereof		$4.50	Yes	Partial Cost Recovery
Pittwater Rugby Park - Training Field 2 east - T1	per hour or part thereof	$5.90	$6.20	Yes	Partial Cost Recovery
Pittwater Rugby Park - Training Field 2 west - T2	per hour or part thereof	$5.90	$6.20	Yes	Partial Cost Recovery
Pittwater Rugby Park - Field 1 Pole NE - F1	per hour or part thereof	$17.00	$18.00	Yes	Partial Cost Recovery
Pittwater Rugby Park - Field 1 Pole NW - F2	per hour or part thereof	$17.00	$18.00	Yes	Partial Cost Recovery
Pittwater Rugby Park - Field 1 Pole SE - F3	per hour or part thereof	$17.00	$18.00	Yes	Partial Cost Recovery
Pittwater Rugby Park - Field 1 Pole SW - F4	per hour or part thereof	$17.00	$18.00	Yes	Partial Cost Recovery
Pittwater Rugby Park - Field 1 - Hi	per hour or part thereof	$67.80	$72.00	Yes	Partial Cost Recovery
Porter Reserve - Low - F1	per hour or part thereof	$3.30	$3.50	Yes	Partial Cost Recovery
Porter Reserve - High - F2	per hour or part thereof	$6.60	$7.00	Yes	Partial Cost Recovery
Porter Reserve - Training field - F3	per hour or part thereof	$1.10	$1.20	Yes	Partial Cost Recovery
Seaforth Oval - South - F1	per hour or part thereof	$9.80	$10.40	Yes	Partial Cost Recovery
Seaforth Oval - East - F2	per hour or part thereof	$7.90	$8.30	Yes	Partial Cost Recovery
Seaforth Oval - North - F3	per hour or part thereof	$9.80	$10.40	Yes	Partial Cost Recovery
Seaforth Oval - West - F4	per hour or part thereof	$3.60	$3.80	Yes	Partial Cost Recovery
St. Matthews Farm Reserve - Field 1 League - F1	per hour or part thereof	$2.40	$2.50	Yes	Partial Cost Recovery
St. Matthews Farm Reserve - Field 1 League - F1Hi	per hour or part thereof	$5.60	$5.90	Yes	Partial Cost Recovery
St. Matthews Farm Reserve - Fields 2 & 3 - F23	per hour or part thereof	$6.90	$7.30	Yes	Partial Cost Recovery
St. Matthews Farm Reserve - Fields 2 & 3 - F23Hi	per hour or part thereof	$11.60	$12.30	Yes	Partial Cost Recovery
St. Matthews Farm Reserve - Field 4 - F4	per hour or part thereof	$3.50	$3.70	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
St. Matthews Farm Reserve - Field 4 - F4Hi	per hour or part thereof	$6.40	$6.80	Yes	Partial Cost Recovery
Terrey Hills Oval - Field 1 East - F1	per hour or part thereof	$5.40	$5.70	Yes	Partial Cost Recovery
Terrey Hills Oval - Field 1 East - F1Hi	per hour or part thereof	$8.10	$8.60	Yes	Partial Cost Recovery
Terrey Hills Oval - Field 2 West - F2	per hour or part thereof	$5.40	$5.70	Yes	Partial Cost Recovery
Terrey Hills Oval - Field 2 West - F2Hi	per hour or part thereof	$8.10	$8.60	Yes	Partial Cost Recovery
Warriewood Valley Sportsground - Field 1 - F1	per hour or part thereof	$7.70	$8.10	Yes	Partial Cost Recovery
Warriewood Valley Sportsground - Field 2 - F2	per hour or part thereof	$7.70	$8.10	Yes	Partial Cost Recovery
Warriewood Valley Sportsground - Mini field - F3	per hour or part thereof	$3.10	$3.30	Yes	Partial Cost Recovery
Wyatt Reserve - Wyatt - F1	per hour or part thereof	$6.60	$7.00	Yes	Partial Cost Recovery
Wyatt Reserve - Wyatt - F1Hi	per hour or part thereof	$10.00	$10.60	Yes	Partial Cost Recovery
Tree Removal Application - Permit to Remove or Prune Trees on Private Property					
Application to request the removing or pruning of trees (includes the assessment of first tree)	per item	$178.00	$188.00	No	Partial Cost Recovery
Assessment of additional tree/s	per item	$52.10	$55.00	No	Partial Cost Recovery
Request for onsite meeting with Council Officer	per application	$102.00	$108.00	No	Partial Cost Recovery
Water Transport Operator					
Commercial private charter operators - daily rate per wharf or ramp	per day	$71.00	$75.00	Yes	Partial Cost Recovery
Ferry - capacity up to 60 persons - per vessel - annual permit	per year	$1,409.00	$1,488.00	Yes	Partial Cost Recovery
Ferry - capacity 61 to 80 persons - per vessel - annual permit	per year	$2,816.00	$2,974.00	Yes	Partial Cost Recovery
Ferry - capacity 81 to 150 persons - per vessel - annual permit	per year	$5,636.00	$5,952.00	Yes	Partial Cost Recovery
Water taxis - full year - annual permit	per year	$718.00	$759.00	Yes	Partial Cost Recovery
Ferry - capacity over 150 persons - per vessel - annual permit	per year	$6,999.00	$7,391.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Watercraft storage at Harbour Locations					
Ratepayer/resident fee - half year permit valid from April to September	per half year	$174.00	$184.00	Yes	Partial Cost Recovery
Ratepayer/resident fee - full year permit valid from October to September	per year	$345.00	$365.00	Yes	Partial Cost Recovery
Non-resident fee - half year permit valid from April to September	per half year	$288.00	$305.00	Yes	Partial Cost Recovery
Non-resident fee - full year permit valid from October to September	per year	$574.00	$607.00	Yes	Partial Cost Recovery
Watercraft storage at non-harbour locations					
Ratepayer/ resident fee - per vessel - half year permit valid from April to September	per half year	$109.00	$125.00	Yes	Partial Cost Recovery
Ratepayer/ resident fee - per vessel - full year permit valid from October to September	per year	$217.00	$250.00	Yes	Partial Cost Recovery
Non ratepayer/ non resident fee - per vessel - half year permit valid from April to September	per half year	$163.00	$190.00	Yes	Partial Cost Recovery
Non ratepayer/ non resident fee - per vessel - full year permit valid from October to September	per year	$325.00	$380.00	Yes	Partial Cost Recovery
Second craft in same bay (upon assessment only) - full year permit valid from October to September	per year	$88.00	$115.00	Yes	Partial Cost Recovery
Large boat facilities (Outrigger Canoes, Surf Boats & Dragon Boats) - full year permit valid from October to September	per year	$231.00	$250.00	Yes	Partial Cost Recovery
Weddings					
Wedding ceremony - up to 3 hours	per booking	$483.00	$483.00	Yes	Partial Cost Recovery
Wedding ceremony - after first 3 hours	per hour	$136.00	$144.00	Yes	Partial Cost Recovery
Wedding related events and activities - including receptions - per hour	per hour	$136.00	$144.00	Yes	Partial Cost Recovery
Wedding ceremony - up to 10 people and the ceremony under one hour	per hour	$136.00	$144.00	Yes	Partial Cost Recovery
Wedding photography - additional location to ceremony venue	per hour		$86.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $		2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Wharf boat tie-up facilities						
Half year - permit valid from September to February	per half year	$145.00		$160.00	Yes	Partial Cost Recovery
Full year - Annual permit March to February	per year	$290.00		$320.00	Yes	Partial Cost Recovery
Full year - annual permit March to February – Identified shallow sites Bell and Carols Wharves only	per year	$145.00		$160.00	Yes	Partial Cost Recovery
Half year - permit valid from September to February - Identified shallow sites Bell and Carols Wharves only	per half year	$73.00		$80.00	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		$120.00	Yes	Partial Cost Recovery
Wharf usage and watercraft storage						
Access to wharf/boat ramp - commercial user - per wharf - up to 30 days	per month	$142.00		$150.00	Yes	Partial Cost Recovery
Access to wharf or ramp - commercial operator/user - annual permit per wharf	per year	$1,412.00		$1,492.00	Yes	Partial Cost Recovery
Rowland Reserve Waterways Facility - commercial hire of space - small compound (6m x 3m)	per week	$80.00		$85.00	Yes	Partial Cost Recovery
Access to wharf - commercial operator - bond (maximum) - Bond to be determined upon assessment of application and potential impact	per application	$5,569.00	Bond to be determined upon assessment of application & potential impact.	$5,881.00	Yes	Full Cost Recovery
Rowland Reserve Waterways Facility - commercial hire of space (per month) - small compound (6m x 3m)	per month	$233.00		$247.00	Yes	Partial Cost Recovery
Rowland Reserve closure of ramp - per day - maximum 7 hours	per day	$366.00		$387.00	Yes	Partial Cost Recovery
Pump out facility use	per year	$666.00		$704.00	Yes	Partial Cost Recovery
Watercraft storage and wharf tie-up waitlist fee, per vessell, per location	per vessel	$55.00		$59.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
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	$850.00	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	$644.00	No	Full Cost Recovery
Resigning fee	per application	$300.00	$317.00	No	Full Cost Recovery
Registered post of documents	per application	$5.50	$5.80	Yes	Full Cost Recovery
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	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	$25.90	Yes	Partial Cost Recovery
Not for profit use - 15% discount for permanent hirers (2 or more bookings)	per half day	$99.00	$105.00	Yes	Partial Cost Recovery
Not for profit use - 15% discount for permanent hirers (2 or more bookings)	per day	$184.00	$195.00	Yes	Partial Cost Recovery
Commercial use - 15% discount for permanent hirers (2 or more bookings)	per hour	$49.00	$51.70	Yes	Full Cost Recovery
Commercial function rate - 15% discount for permanent hirers (2 or more bookings)	per hour	$98.00	$104.00	Yes	Full Cost Recovery
Kitchen facilities	per hire	$30.40	$32.10	Yes	Full Cost Recovery
Cleaning after function	per hire	$69.00	$73.00	Yes	Full Cost Recovery
After hours security and access control	per hire	$166.00	$176.00	Yes	Full Cost Recovery
Refundable bond - Functions and special events	per hire	$594.00	$628.00	No	Full Cost Recovery
Key deposit (payable at time of booking)	per hire	$100.00	$106.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Coastal Environment Centre - High School Excursion					
High School Excursion half day - for first 20 students	minimum charge	$484.00	$512.00	Yes	Partial Cost Recovery
High School Excursion half day - additional students	per student	$24.20	$25.60	Yes	Partial Cost Recovery
High School Excursion full day - for first 20 students	minimum charge	$591.00	$625.00	Yes	Partial Cost Recovery
High School Excursion full day - additional students	per student	$29.60	$31.30	Yes	Partial Cost Recovery
Coastal Environment Centre - High School Incursion					
CEC Educator	per hour	$100.00	$106.00	Yes	Full Cost Recovery
Coastal Environment Centre - Online Presentations					
Delivery of virtual presentation	per hour	$100.00	$106.00	Yes	Partial Cost Recovery
Coastal Environment Centre - Pre-School					
Coast and Bush Programs - for first 20 children	minimum charge	$335.00	$354.00	Yes	Partial Cost Recovery
Coast and Bush Programs - additional children	per child	$11.90	$12.60	Yes	Partial Cost Recovery
Sugar Gliders nature experience	per family	$18.30	$19.30	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Coastal Environment Centre - Primary School Excursion					
Primary School Excursion half day - for first 22 students	minimum charge	$413.00	$437.00	Yes	Partial Cost Recovery
Primary School Excursion half day - additional students	per student	$18.80	$19.90	Yes	Partial Cost Recovery
Primary School Excursion full day - for first 22 students	minimum charge	$517.00	$546.00	Yes	Partial Cost Recovery
Primary School Excursion full day - additional students	per student	$23.40	$24.70	Yes	Partial Cost Recovery
Coastal Environment Centre - School Holiday Program Activities					
Kids on the Coast (ages 6 - 18)	per student	$74.00	$79.00	Yes	Partial Cost Recovery
Kids on the Coast - Vacation Care group rate (minimum 20)	group rate, per student	$29.00	$30.60	Yes	Partial Cost Recovery
Coastal Environment Centre - University/TAFE Excursion					
Full Day - for first 20 students	minimum charge	$670.00	$708.00	Yes	Partial Cost Recovery
Full Day - additional students	per student	$33.50	$35.40	Yes	Full Cost Recovery
Coastal Environment Centre - University/TAFE Incursion					
Community Educators (by agreement)	per hour	$105.00	$111.00	Yes	Full Cost Recovery
Coastal Environment Centre - Workshops					
Workshops include external experts and/or training materials	per person		up to $90.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
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	$645.00	No	Full Cost Recovery
Multi-unit dwelling and industrial (includes up to 2 separate OSD tanks or basins)	per certificate	$1,124.00	$1,187.00	No	Full Cost Recovery
Compliance certificate for each additional OSD tank or basin	per certificate	$357.00	$377.00	No	Full 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	$627.00	No	Full Cost Recovery
Final certificate per allotment e.g. 10 allotments is 10 x fee	per lot	$593.00	$627.00	No	Full Cost Recovery
Corporate Volunteering and Education					
Half Day Program - Bushcare, Tree Planting, Environmental Clean-Ups & Field Trips - minumum 10 participants	per person	$93.00	$99.00	Yes	Full Cost Recovery
Documents					
Copy of Strategies, Plans or Environmental Reports on CD e.g. Plans of Management	per copy	$37.10	$39.20	No	Full Cost Recovery
Copy of Strategies, Plans or Environmental Reports on Hard copy e.g. Plans of Management	per copy	$75.00	$80.00	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	$327.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Driveway Application/Assessment Fee					
Application and assessment fee for new and/or amended driveways	per application	$492.00	$520.00	No	Full Cost Recovery
Application and assessment fee for driveways in the same location and same dimensions	per application	$222.00	$235.00	No	Full Cost Recovery
Assessment fee for driveways constructed not in accordance with Council specifications (e.g. NOT plain concrete).	per application	$617.00	$652.00	No	Full Cost Recovery
Driveway Form Work and Final Inspection Fee					
Formwork and final inspections for driveways (2 inspections)	per application	$571.00	$603.00	No	Full Cost Recovery
Enquiry or Request					
For matters outside a current development application	per hour	$309.00	$327.00	Yes	Full Cost Recovery
Environmental education and sustainability					
Workshop attendance fee	per family	$11.50	$12.10	Yes	Full Cost Recovery
Feral Animal Management					
Feral animal cage trap bond	per trap	$168.00	$160.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Flood Risk Information Request					
Common (see Flood Information Request form)	per request	$124.00	$131.00	No	Market Based Pricing
Multipurpose - (see Flood Information Request form)	per request	$280.00	$296.00	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	$4,162.00	No	Market Based Pricing
Hoardings					
Application fee	per application	$412.00	$436.00	No	Full Cost Recovery
Permits - building/footpath - Type A/metre/month - Type A fencing and scaffolding	per metre per month	$42.00	$44.40	No	Rate of Return Pricing (IRR)
Permits - building/footpath - Type A/metre/month - Type A fencing and scaffolding greater than 1.2m	per metre per month	$35.00	Deleted Fee	No	Partial Cost Recovery
Permits - building/footpath - Type B/metre/month - Type B overheads	per metre per month	$74.00	$79.00	No	Rate of Return Pricing (IRR)
Permits - building/footpath - Type C/metre/month - Type C overheads with offices, sheds and/or storage	per metre per month	$86.00	$91.00	No	Rate of Return Pricing (IRR)
Late fee (additional fee) when work commenced prior to obtaining permit	per application	$1,023.00	$1,081.00	No	Full Cost Recovery
House Renumbering					
Application fee	per application	$180.00	$191.00	No	Partial Cost Recovery
Processing fee	per application	$413.00	$437.00	No	Partial Cost Recovery
Infrastructure works on Council roadway (works other than minor encroachments) Roads Act 1993 s138 and139					
Inspection or re-inspection of construction works. Roadworks, footpath, drainage works (LGA land)	per inspection	$617.00	$652.00	No	Full Cost Recovery
Re-submission of engineering plans	per application	$817.00	$863.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Cost of infrastructure works between $0 and $50,000	per application	$1,468.00	$1,551.00	No	Full Cost Recovery
Cost of infrastructure works between $50,001 and $250,000	per application	$1,933.00	$2,042.00	No	Full Cost Recovery
Cost of infrastructure works between $250,001 and $1,000,000	per application	$3,163.00	$3,341.00	No	Full Cost Recovery
Cost of infrastructure works greater than $1,000,000	per application	$3,781.00	$3,993.00	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	$35.00	No	Legislative Requirements (Regulatory)
Urgency fee (48 hours)	each	$166.00	$176.00	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	Zero	No	Full Cost Recovery
Bond where the cost of works is between $25,001 - $1,000,000	per application	$2,000.00	$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	$5,000.00	No	Full Cost Recovery
Bond where the cost of works is greater than $1,000,000	per application	$10,000.00	$10,000.00	No	Full Cost Recovery
Inspection fee	per inspection	$375.00	$396.00	No	Full Cost Recovery
Stormwater Drainage Pre-lodgement Meeting					
Investigation into the applicable development requirements specifically relating to stormwater drainage	each	$463.00	$489.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Stormwater drainage systems - Local Government Act 1993 Section 68					
Re-inspection	per application	$617.00	$652.00	No	Full Cost Recovery
Resubmission of plans	per application	$796.00	$841.00	No	Full Cost Recovery
Cost of stormwater drainage works between $0 to $50,000	per application	$777.00	$821.00	No	Full Cost Recovery
Cost of stormwater drainage works between $50,001 to $250,000	per application	$1,162.00	$1,228.00	No	Full Cost Recovery
Cost of stormwater drainage works between $250,001 to $1,000,000	per application	$1,827.00	$1,930.00	No	Full Cost Recovery
Cost of stormwater drainage works greater than $1,000,000	per application	$3,654.00	$3,859.00	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	$2,412.00	No	Full Cost Recovery
Creation of 3 lots	per certificate	$3,008.00	$3,177.00	No	Full Cost Recovery
Creation of 4 lots	per certificate	$3,653.00	$3,858.00	No	Full Cost Recovery
Creation of 5 lots	per certificate	$4,217.00	$4,454.00	No	Full Cost Recovery
Creation of 6 lots	per certificate	$4,799.00	$5,068.00	No	Full Cost Recovery
Creation of 7 lots	per certificate	$5,285.00	$5,581.00	No	Full Cost Recovery
Creation of 8 lots	per certificate	$5,756.00	$6,079.00	No	Full Cost Recovery
Creation of 9 lots	per certificate	$6,263.00	$6,614.00	No	Full Cost Recovery
Creation of 10 lots	per certificate	$6,818.00	$7,200.00	No	Full 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	$392.00	No	Full Cost Recovery
Boundary alterations plan	per application	$1,196.00	$1,263.00	No	Full Cost Recovery
Consolidation plans	per application	$1,392.00	$1,470.00	No	Full Cost Recovery
Plans of subdivision road dedication and easement	per application	$1,419.00	$1,499.00	No	Full Cost Recovery
Resigning fee	per certificate	$456.00	$482.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Subdivision Works Certificates - Environment and Planning Assessment Act 1979 Division 6.2					
For 2 lots	per certificate	$1,760.00	$1,859.00	No	Full Cost Recovery
For 3 lots	per certificate	$2,484.00	$2,624.00	No	Full Cost Recovery
For 4 lots	per certificate	$3,119.00	$3,294.00	No	Full Cost Recovery
For 5 lots	per certificate	$3,759.00	$3,970.00	No	Full Cost Recovery
For 6 lots	per certificate	$4,183.00	$4,418.00	No	Full Cost Recovery
For 7 lots	per certificate	$4,397.00	$4,644.00	No	Full Cost Recovery
For 8 lots	per certificate	$4,750.00	$5,016.00	No	Full Cost Recovery
For 9 lots	per certificate	$5,531.00	$5,841.00	No	Full Cost Recovery
For 10 lots	per certificate	$5,955.00	$6,289.00	No	Full Cost Recovery
Per lot in excess of 10 lots	per certificate	$335.00	$354.00	No	Full Cost Recovery
Inspection or reinspection of construction works per inspection	per inspection	$383.00	$405.00	No	Full Cost Recovery
Temporary ground anchors - Roads Act 1993 S138 and 139					
Temporary ground anchors application	per application	$1,587.00	$1,676.00	No	Full Cost Recovery
Temporary ground anchors permit	per anchor	$914.00	$966.00	No	Full Cost Recovery
Water management structures and reports					
Special structures report assessment including water management reports and inspections	per hour	$309.00	$327.00	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Property					
Avalon Golf Course					
Function room hire (Monday - Thursday)	per hour	$120.00	$120.00	Yes	Market Based Pricing
Function room hire (Friday - Sunday)	per hour	$150.00	$150.00	Yes	Market Based Pricing
Green fees - adults - 9 holes	each	$22.00	$23.00	Yes	Market Based Pricing
Green fees - adults - 18 holes	each	$26.00	$29.00	Yes	Market Based Pricing
Green fees - children (18 years and under) - 9 Holes	each	$12.00	$12.00	Yes	Market Based Pricing
Green fees - children (18 years and under) - 18 Holes	each	$12.00	$12.00	Yes	Market Based Pricing
Green fees - seniors - 9 Holes	each	$18.00	$19.00	Yes	Market Based Pricing
Green fees - seniors - 18 Holes	each	$21.00	$21.00	Yes	Market Based Pricing
Green fees - twilight (after 3.30pm or after 4.30pm during day light savings)	each	$13.00	$14.00	Yes	Market Based Pricing
Golf Clubs Hire	each	$15.00	$15.00	Yes	Market Based Pricing
Marketing and/or promotional offer at Council's discretion	each	up to 100% discount	up to 100% discount	Yes	Market Based Pricing
Golf Pull Buggy Hire	each		$5.00	Yes	Market Based Pricing
Currawong Beach Cottages - Accommodation - High Season (December to January and Easter)					
High season - Original Cottages - midweek per night	per night	$264.00	$279.00	Yes	Market Based Pricing
High season - Platypus Cottage - midweek per night	per night	$281.00	$297.00	Yes	Market Based Pricing
High season - Kookaburra, Wallaby, Possum and Echidna Cottages - midweek per night	per night	$330.00	$349.00	Yes	Market Based Pricing
High season - Goanna Cottage - midweek per night	per night	$363.00	$384.00	Yes	Market Based Pricing
High season - Bluetongue Cottage - midweek per night	per night	$396.00	$419.00	Yes	Market Based Pricing
High season - 2 bedroom Cottage - midweek per night	per night	$429.00	$454.00	Yes	Market Based Pricing
High season - The Lodge - midweek per night	per night	$594.00	$628.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
High season - Midholme - midweek per night	per night	$891.00	$941.00	Yes	Market Based Pricing
High season - Original Cottages - weekend Fri & Sat (2 nights)	per weekend	$581.00	$614.00	Yes	Market Based Pricing
High season - Platypus Cottage - weekend Fri & Sat (2 nights)	per weekend	$617.00	$652.00	Yes	Market Based Pricing
High season - Kookaburra, Wallaby, Possum and Echidna Cottages - weekend Fri & Sat (2 nights)	per weekend	$726.00	$767.00	Yes	Market Based Pricing
High season - Goanna Cottage - weekend Fri & Sat (2 nights)	per weekend	$799.00	$844.00	Yes	Market Based Pricing
High season - Bluetongue Cottage - weekend Fri & Sat (2 nights)	per weekend	$871.00	$920.00	Yes	Market Based Pricing
High season - 2 bedroom Cottage - weekend Fri & Sat (2 nights)	per weekend	$1,201.00	$1,269.00	Yes	Market Based Pricing
High season - The Lodge - weekend Fri & Sat (2 nights)	per weekend	$1,901.00	$2,008.00	Yes	Market Based Pricing
High season - Midholme - weekend Fri & Sat (2 nights)	per weekend	$3,564.00	$3,764.00	Yes	Market Based Pricing
High season - Original Cottages - weekly (7 nights)	per week	$1,584.00	$1,673.00	Yes	Market Based Pricing
High season - Platypus Cottage - weekly (7 nights)	per week	$1,683.00	$1,778.00	Yes	Market Based Pricing
High season - Kookaburra, Wallaby, Possum and Echidna Cottages - weekly (7 nights)	per week	$1,980.00	$2,091.00	Yes	Market Based Pricing
High season - Goanna Cottage - weekly (7 nights)	per week	$2,178.00	$2,300.00	Yes	Market Based Pricing
High season - Bluetongue Cottage - weekly (7 nights)	per week	$2,376.00	$2,510.00	Yes	Market Based Pricing
High season - 2 bedroom Cottage - weekly (7 nights)	per week	$2,574.00	$2,719.00	Yes	Market Based Pricing
High season - The Lodge - weekly (7 nights)	per week	$4,158.00	$4,391.00	Yes	Market Based Pricing
High season - Midholme - weekly (7 nights)	per week	$6,237.00	$6,587.00	Yes	Market Based Pricing
Currawong Beach Cottages - Accommodation - Low Season (June to August)					
Low season - Original Cottages - midweek per night	per night	$120.00	$127.00	Yes	Market Based Pricing
Low season - Platypus Cottage - midweek per night	per night	$128.00	$136.00	Yes	Market Based Pricing
Low season - Kookaburra, Wallaby, Possum and Echidna Cottages - midweek per night	per night	$150.00	$159.00	Yes	Market Based Pricing
Low season - Goanna Cottage - midweek per night	per night	$165.00	$175.00	Yes	Market Based Pricing
Low season - Bluetongue Cottage - midweek per night	per night	$180.00	$191.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Low season - 2 bedroom Cottage - midweek per night	per night	$195.00	$206.00	Yes	Market Based Pricing
Low season - The Lodge - midweek per night	per night	$270.00	$286.00	Yes	Market Based Pricing
Low season - Midholme - midweek per night	per night	$405.00	$428.00	Yes	Market Based Pricing
Low season - Original Cottages - weekend Fri & Sat (2 nights)	per weekend	$360.00	$381.00	Yes	Market Based Pricing
Low season - Platypus Cottage - weekend Fri & Sat (2 nights)	per weekend	$383.00	$405.00	Yes	Market Based Pricing
Low season - Kookaburra, Wallaby, Possum and Echidna Cottages - weekend Fri & Sat (2 nights)	per weekend	$450.00	$476.00	Yes	Market Based Pricing
Low season - Goanna Cottage - weekend Fri & Sat (2 nights)	per weekend	$495.00	$523.00	Yes	Market Based Pricing
Low season - Bluetongue Cottage - weekend Fri & Sat (2 nights)	per weekend	$540.00	$571.00	Yes	Market Based Pricing
Low season - 2 bedroom Cottage - weekend Fri & Sat (2 nights)	per weekend	$624.00	$659.00	Yes	Market Based Pricing
Low season - The Lodge - weekend Fri & Sat (2 nights)	per weekend	$1,026.00	$1,084.00	Yes	Market Based Pricing
Low season - Midholme - weekend Fri & Sat (2 nights)	per weekend	$1,620.00	$1,711.00	Yes	Market Based Pricing
Low season - Original Cottages - weekly (7 nights)	per week	$624.00	$659.00	Yes	Market Based Pricing
Low season - Platypus Cottage - weekly (7 nights)	per week	$663.00	$701.00	Yes	Market Based Pricing
Low season - Kookaburra, Wallaby, Possum and Echidna Cottages - weekly (7 nights)	per week	$780.00	$824.00	Yes	Market Based Pricing
Low season - Goanna Cottage - weekly (7 nights)	per week	$858.00	$907.00	Yes	Market Based Pricing
Low season - Bluetongue Cottage - weekly (7 nights)	per week	$936.00	$989.00	Yes	Market Based Pricing
Low season - 2 bedroom Cottage - weekly (7 nights)	per week	$1,170.00	$1,236.00	Yes	Market Based Pricing
Low season - The Lodge - weekly (7 nights)	per week	$1,890.00	$1,996.00	Yes	Market Based Pricing
Low season - Midholme - weekly (7 nights)	per week	$2,835.00	$2,994.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
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	$191.00	Yes	Market Based Pricing
Mid season - Platypus Cottage - midweek per night	per night	$191.00	$202.00	Yes	Market Based Pricing
Mid season - Kookaburra, Wallaby, Possum and Echidna Cottages - midweek per night	per night	$225.00	$238.00	Yes	Market Based Pricing
Mid season - Goanna Cottage - midweek per night	per night	$248.00	$262.00	Yes	Market Based Pricing
Mid season - Bluetongue Cottage - midweek per night	per night	$270.00	$286.00	Yes	Market Based Pricing
Mid season - 2 bedroom Cottage - midweek per night	per night	$293.00	$310.00	Yes	Market Based Pricing
Mid season - The Lodge - midweek per night	per night	$405.00	$428.00	Yes	Market Based Pricing
Mid season - Midholme - midweek per night	per night	$608.00	$643.00	Yes	Market Based Pricing
Mid season - Original Cottages - weekend Fri & Sat (2 nights)	per weekend	$504.00	$533.00	Yes	Market Based Pricing
Mid season - Platypus Cottage - weekend Fri & Sat (2 nights)	per weekend	$536.00	$567.00	Yes	Market Based Pricing
Mid season - Kookaburra, Wallaby, Possum and Echidna Cottages - weekend Fri & Sat (2 nights)	per weekend	$630.00	$666.00	Yes	Market Based Pricing
Mid season - Goanna Cottage - weekend Fri & Sat (2 nights)	per weekend	$693.00	$732.00	Yes	Market Based Pricing
Mid season - Bluetongue Cottage - weekend Fri & Sat (2 nights)	per weekend	$756.00	$799.00	Yes	Market Based Pricing
Mid season - 2 bedroom Cottage - weekend Fri & Sat (2 nights)	per weekend	$878.00	$928.00	Yes	Market Based Pricing
Mid season - The Lodge - weekend Fri & Sat (2 nights)	per weekend	$1,539.00	$1,626.00	Yes	Market Based Pricing
Mid season - Midholme - weekend Fri & Sat (2 nights)	per weekend	$2,430.00	$2,567.00	Yes	Market Based Pricing
Mid season - Original Cottages - weekly (7 nights)	per week	$990.00	$1,046.00	Yes	Market Based Pricing
Mid season - Platypus Cottage - weekly (7 nights)	per week	$1,052.00	$1,111.00	Yes	Market Based Pricing
Mid season - Kookaburra, Wallaby, Possum and Echidna Cottages - weekly (7 nights)	per week	$1,238.00	$1,308.00	Yes	Market Based Pricing
Mid season - Goanna Cottage - weekly (7 nights)	per week	$1,361.00	$1,438.00	Yes	Market Based Pricing
Mid season - Bluetongue Cottage - weekly (7 nights)	per week	$1,485.00	$1,569.00	Yes	Market Based Pricing
Mid season - 2 bedroom Cottage - weekly (7 nights)	per week	$1,755.00	$1,854.00	Yes	Market Based Pricing
Mid season - The Lodge - weekly (7 nights)	per week	$2,835.00	$2,994.00	Yes	Market Based Pricing
Mid season - Midholme - weekly (7 nights)	per week	$4,253.00	$4,492.00	Yes	Market Based

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
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	$48.00	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	up to 50% discount	Yes	Market Based Pricing
Allowance for marketing and/or promotional offer	per occasion	up to 100% discount	up to 100% discount	Yes	Market Based Pricing
Currawong Beach Cottages - Linen and Towels					
Towel hire	per hire	$5.00	$6.00	Yes	Market Based Pricing
Linen hire - single	per hire	$30.00	$32.00	Yes	Market Based Pricing
Linen hire - queen and double	per hire	$40.00	$43.00	Yes	Market Based Pricing
Currawong Beach Cottages - Tennis Court and Firewood					
Tennis Court Hire at Currawong Beach (non-guest)	per hour	$15.00	$16.00	Yes	Market Based Pricing
Supply of Firewood	per Bag	$20.00	$25.00	Yes	Market Based Pricing
Display of Articles on Footpaths					
Application fee & 2 year approval portable signs & embellishments	per application	$250.00	$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	$580.00	No	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Interment Services levy					
First Interment - Burials	each	$93.00	$156.00	No	Legislative Requirements (Regulatory)
Second Interment - Burials	each	$67.65	$156.00	No	Legislative Requirements (Regulatory)
Ashes Interment	each	$28.15	$63.00	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	$1,674 for up to 6 hours then $179 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	$4,214 for up to 12 hours then $179 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 plus 10%	Cost plus 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)	$111 per square metre (*minimum fee $650 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	$2,900.00 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	$719.00	No	Full Cost Recovery
Application fee for landowners consent for DA etc - not for profit organisations	per application	$90.00	$96.00	No	Partial Cost Recovery
Application fee for lease assignment (not including legal fees)	per application	$2,745.00	$2,900.00	Yes	Full Cost Recovery
Application fee for road reserve closure (note - application to purchase is additional)	per application	$10,005.00	$10,565.00	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	$1,735.00	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)	$14,035 or an amount determined by valuation (whichever is greater)	Yes	Rate of Return Pricing (IRR)

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
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)	0.5% of Precinct Value (P.V.) + GST per annum (minimum rate $650)	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)	1.0% of Precinct Value (P.V.) + GST per annum (minimum rate $650)	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	$734.00	Yes	Partial Cost Recovery
Minor lease/licence/activation administration/application fee (as determined by Council)	per application	$450.00	$476.00	Yes	Partial Cost Recovery
Plan preparation fee (if required) - complex (max 5 hours then hourly rate)	per application	$1,615.00	$1,705.00	Yes	Full Cost Recovery
Community Storage space on reserves / in buildings - 10m2 or less	per year	$280.00	$296.00	Yes	Partial Cost Recovery
Community Storage space on reserves / in buildings - more than 10m2 and less than 20m2	per year	$450.00	$475.00	Yes	Partial Cost Recovery
Community Storage space on reserves / in buildings - more than 20m2	per year	$610.00	$645.00	Yes	Partial Cost Recovery
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	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	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 2pm)	each	$200.00	$224.00	Yes	Market Based Pricing
Place ash remains in interment site - (no attendance)	each	$691.00	$730.00	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	Deleted Fee	Yes	Partial Cost Recovery
Removal of ashes container from burial site	each	$413.00	Deleted Fee	Yes	Partial Cost Recovery
Removal of ash remains from interment site	each	$525.00	$555.00	Yes	Partial Cost Recovery
Place ash remains and supply bronze plaque -184mm x 152mm or 230mm x 152mm - 8 lines - Manly Columbarium Wall	each	$1,499.00	$1,499.00	Yes	Market Based Pricing
Place ash remains and supply bronze plaque - 330mm x 152mm - 8 lines - Manly Columbarium Wall	each	$1,860.00	$1,860.00	Yes	Market Based Pricing
Place ash remains and supply bronze plaque - 210mm x 210mm - 8 lines - Manly Granite Columbarium Wall	each	$1,499.00	$1,583.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Place ash remains and supply bronze plaque -178mm x 102mm - 8 lines - Dedication seat or garden memorial	each	$1,621.00	$1,371.00	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	Deleted Fee	Yes	Market Based Pricing
Discount on the second plaque/placement fee where placement of multiple ashes occurs at the same time	per instance	40%	20%	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 plus 10%	Cost plus 10%	Yes	Full Cost Recovery
Manly Cemetery - Burial Fees					
Interment (Burial) - Excavate grave for burial - weekday 9am to 2pm (hand dug - without machine)	each	$4,610.00	$4,610.00	Yes	Market Based Pricing
Interment (Burial) - Excavate grave for burial - Weekdays 9am to 2pm - Manly	each	$2,704.00	$2,856.00	Yes	Market Based Pricing
Interment (Burial) - Weekday bookings after 3pm surcharge (subject to staff availability)	each	$555.00	Deleted Fee	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	$1,433.00	Yes	Partial Cost Recovery
Interment (Burial) - Stillborn or infant	each	Zero	Zero	No	Zero Cost Recovery
Interment (Burial) - Child aged 1-18 (50% first interment fee)	each	50% of current standard interment fee	50% of current standard interment fee	Yes	Partial Cost Recovery
Interment (Burial) - shallow burial surcharge - in addition to interment fee	each	$997.00	$1,053.00	Yes	Partial Cost Recovery
Bariatric burial excavation surcharge - in addition to interment fee	each		$1,434.00	Yes	Partial Cost Recovery
Manly Cemetery - Burial Site Care					
Annual care (1 x visit per month)	each	$773.00	Deleted Fee	Yes	Partial Cost Recovery
Clean inscription plate, remove weeds and spray or cover with mulch or turf	each	$185.00	Deleted Fee	Yes	Partial Cost Recovery
Renovate monument	each	Cost plus 50%	Deleted Fee	Yes	Market Based Pricing
Soiling and planting for a grave	each	$391.00	$413.00	Yes	Partial Cost Recovery
Turfing a grave	each	$236.00	Deleted Fee	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Manly Cemetery - Council buyback					
Council buyback of unused interment site	each	50% of current standard fee	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	Deleted Fee	No	Market Based Pricing
Manly Cemetery - Exhumation (subject to site inspection and Health Department approval)					
Preparation of documents and application to Health Department	each	Cost plus 50%	Cost plus 50%	Yes	Market Based Pricing
Removal of monumental work	each	Cost plus 50%	Deleted Fee	Yes	Market Based Pricing
Excavation of site and recovery of remains to surface	each	$4,869.00	Cost plus 50%	Yes	Market Based Pricing
Discount on the second plaque/placement fee where placement of multiple ashes occurs at the same time	each	0.40	Deleted Fee	Yes	Market Based Pricing
Manly Cemetery - Interment Rights					
Full monumental burial site -purchase interment rights for 2 burials and up to 6 ashes containers	each	$19,677.00	$20,779.00	Yes	Partial Cost Recovery
Purchase of Interment Right for Burial Site - full monumental sites - Manly - superior - middle rows 3 & 4	each	$20,757.00	Deleted Fee	Yes	Partial Cost Recovery
Purchase of Interment Right for Burial Site - full monumental sites - Manly - premium - top rows 1 & 2	each	$21,926.00	Deleted Fee	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	$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	$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	$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	$4,882.00	Yes	Partial Cost Recovery
Manly Columbarium Wall - purchase of Interment Right - double niche in wall - superior - middle rows 3 & 4	each	$6,137.00	$6,481.00	Yes	Partial Cost Recovery
Manly Columbarium Wall - purchase of Interment Right - double niche in wall - premium - top rows 1 & 2	each	$7,662.00	$8,092.00	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	$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	$4,209.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Manly Columbarium Wall - purchase of Interment Right - single niche in column - premium - top rows 1 & 2	each	$5,265.00	$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	$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	$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	$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	$326.00	No	Partial Cost Recovery
Transfer of burial or niche interment right - including issue of new certificate for 3 or more sites or complex historical / intestacy	each	$435.00	$460.00	No	Partial Cost Recovery
Transfer of burial or niche interment right - Pensioner Discount - including issue of new certificate	each	$147.00	$156.00	No	Partial Cost Recovery
Manly Granite Garden Border - purchase of Interment Right - standard	each	$3,988.00	Deleted Fee	Yes	Partial Cost Recovery
Manly Granite Garden Border - purchase of Interment Right - superior	each	$4,779.00	Deleted Fee	Yes	Partial Cost Recovery
Manly Granite Garden Border - purchase of Interment Right - premium	each	$5,358.00	Deleted Fee	Yes	Partial Cost Recovery
Cancellation fee - cancel reservation of interment rights (within 12 mths of purchase)/General administration fee	each	$153.00	$162.00	Yes	Partial Cost Recovery
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	Deleted Fee	Yes	Partial Cost Recovery
Memorial plaques - additional line of text	each	$68.00	$68.00	Yes	Partial Cost Recovery
Memorial plaques - photo - True to Life/Lifetime image - black and white - 30mm x 40mm	each	$458.00	$484.00	Yes	Partial Cost Recovery
Memorial plaques - photo - True to Life/Lifetime image - colour - 30mm x 40mm	each	$614.00	$649.00	Yes	Partial Cost Recovery
Memorial plaques - other photo sizes/materials or decorative items	each	Cost plus 50%	Cost plus 50%	Yes	Market Based Pricing
Memorial plaques - emblems	each	$158.00	$158.00	Yes	Partial Cost Recovery
Memorial plaques - Perpetual flowers	each	$180.00	$191.00	Yes	Partial Cost Recovery
Dedication seat - supply and install "Park" or similar timber and aluminium seat in cemetery at Trustee discretion	each	$4,533.00	$4,787.00	Yes	Partial Cost Recovery
Dedication seat - superior	each	$5,547.00	Deleted Fee	Yes	Partial Cost Recovery
Purchase Granite sloper and bronze plaque for burial site - (concrete footing not included)	each	$2,440.00	Deleted Fee	Yes	Partial Cost Recovery
Dedication seat - premium	each	$6,716.00	Deleted Fee	Yes	Partial Cost Recovery
Tree Memorial - purchase position on plinth - standard	each	$2,741.00	$2,895.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Tree Memorial - purchase position on plinth - superior	each	$3,798.00	Deleted Fee	Yes	Partial Cost Recovery
Tree Memorial - purchase position on plinth - premium	each	$4,544.00	Deleted Fee	Yes	Partial Cost Recovery
Manly Cemetery - Monumental Work					
Permission to add inscription to headstone or bronze plaque on plinth	per burial site	$158.00	$167.00	No	Partial Cost Recovery
Permission to repair/upgrade monument or install landscaping treatment	per burial site	$314.00	$332.00	No	Partial Cost Recovery
Application for permission to construct new monument - includes first inscription - per site	per burial site	$536.00	$567.00	No	Partial Cost Recovery
Application for permission to erect tomb, vault, sculpture or monuments over 1.5m	each	$837.00	$884.00	No	Partial Cost Recovery
Permit to construct new monument - includes first inscription (Manly or Mona Vale Cemeteries)	per burial site	$158.00	Deleted Fee	No	Market Based Pricing
Pre-poured foundations	each	Cost plus 50%	Deleted Fee	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	Deleted Fee	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	$27.40	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	$56.00	No	Partial Cost Recovery
Mona Vale Cemetery - Ashes Placement/Removal (includes transfer of interment rights within 12 months of ashes placement)					
Family attendance at ashes placement - graves, garden beds, wall memorials, family rock memorials (Weekdays 9am to 3pm)	each	$212.00	$224.00	Yes	Market Based Pricing
Place ash remains in interment site - Mona Vale (no attendance)	each	$691.00	$730.00	Yes	Market Based Pricing
Place ash remains in gravesite - with family attendance - weekdays 9am to 3pm	each	$902.00	Deleted Fee	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	Deleted Fee	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	Deleted Fee	Yes	Market Based Pricing
Removal of ashes container from burial site	each	$413.00	Deleted Fee	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Removal of ash remains from interment site	each	$525.00	$555.00	Yes	Market Based Pricing
Removal of ashes container from Garden Beds or other in-ground memorial	each	$413.00	Deleted Fee	Yes	Market Based Pricing
Place ash remains and supply bronze plaque - 178mm x 102mm - 8 lines - Garden Beds A -D, grave border, family rock, seat or tree memorials	each	$1,271.00	$1,371.00	Yes	Market Based Pricing
Place ash remains and supply bronze plaque - 137mm x 102mm - 8 lines - SO Reynolds Memorial Wall	each	$1,138.00	$1,235.00	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	Deleted Fee	No	Market Based Pricing
Place ash remains and supply memorial plaque - 230mm x 230mm - 10 lines - Bedrock memorial - small - 2 ashes	each	$1,460.00	$1,542.00	Yes	Market Based Pricing
Place Ash Remains and supply bronze plaque - 185mm x 185mm - 10 lines - Pittwater Memorial Wall Niche	each	$1,494.00	Deleted Fee	Yes	Market Based Pricing
Place ash remains and supply memorial plaque - 355mm x 230mm - 10 lines - Bedrock memorial - large - 3 ashes	each	$1,750.00	$1,848.00	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	Deleted Fee	Yes	Market Based Pricing
Place ash remains and supply bronze plaque - 185mm x 185mm - 10 lines - Pittwater Memorial Wall Niche or Gum Tree Grove Gardens E - H	each	$1,494.00	$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	Deleted Fee	Yes	Market Based Pricing
Place ash remains and supply bronze plaque - 158mm - Decorative Cylinder Memorial	each	$1,271.00	$1,343.00	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	Deleted Fee	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	Deleted Fee	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	Deleted Fee	Yes	Market Based Pricing
Discount on the second plaque/placement fee where placement of multiple ashes occurs at the same time	each	40%	20%	Yes	Market Based Pricing
Mona Vale Cemetery - Burial Fees (includes transfer of interment rights within 12 months of interment)					
Interment (Burial) - Excavate grave for burial - Weekdays 9am to 2pm - Mona Vale	each	$2,264.00	$2,391.00	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	$2,145.00	Yes	Market Based Pricing
Interment (Burial) - Weekday bookings after 3pm surcharge (subject to staff availability)	each	$510.00	Deleted Fee	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Interment (Burial) - Saturday - booking surcharge (from 9am to 11am only) - in addition to applicable weekday interment fee	each	$1,320.00	$1,394.00	Yes	Market Based Pricing
Interment (Burial) - Stillborn or infant	each	Zero	Zero	No	Zero Cost Recovery
Interment (Burial) - Child aged 1-18 (50% first interment fee)	each	50% of current first interment fee	50% of current first interment fee	Yes	Market Based Pricing
Interment (Burial) - shallow burial surcharge - in addition to interment fee	each	$1,026.00	$1,053.00	Yes	Partial Cost Recovery
Interment (Burial) - triple depth excavation surcharge - in addition to standard first interment fee	each	$570.00	Deleted Fee	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	$592.00	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	$466.00 additional to applicable interment fee	Yes	Market Based Pricing
Bariatric burial excavation surcharge - in addition to interment fee	each		$1,434.00	Yes	Partial Cost Recovery
Mona Vale Cemetery - Burial Site Care					
Annual care (1 x visit per month)	each	$773.00	$817.00	Yes	Market Based Pricing
Clean inscription plate, remove weeds and spray, cover with mulch	each	$185.00	$196.00	Yes	Market Based Pricing
Renovate monument	each	Cost plus 50%	Cost plus 50%	Yes	Market Based Pricing
Mona Vale Cemetery - Council buyback					
Council buyback of unused interment site	each	50% of current standard equivalent price	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	Deleted Fee	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 plus 50%	Cost plus 50%	Yes	Market Based Pricing
Removal of monumental work	each	Cost plus 50%	Deleted Fee	Yes	Market Based Pricing
Excavation of site and recovery of remains to surface	each	Cost plus 50%	Cost plus 50%	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Mona Vale Cemetery - Interment Rights					
Priority allocation fee (for reserving a position in soon to be released area)	each	50% of equivalent value	Deleted Fee	Yes	Market Based Pricing
Full monumental burial site -purchase interment rights for 2 burials and up to 6 ashes containers	each	$13,169.00	$13,907.00	Yes	Market Based Pricing
Purchase of Interment Right for Burial Site - full monumental sites - Mona Vale - superior	each	$14,278.00	Deleted Fee	Yes	Market Based Pricing
Purchase of Interment Right for Burial Site - full monumental sites - Mona Vale - premium	each	$15,376.00	Deleted Fee	Yes	Market Based Pricing
Lawn Burial Site - purchase interment rights for 2 burials and up to 6 ashes - includes lawn marker memorial (inscriptions not included)	each	$10,840.00	$11,450.00	Yes	Market Based Pricing
Headstone Lawn Burial Site - purchase interment rights for 2 burials and up to 6 ashes - includes granite desk sloper memorial (inscriptions not included)	each	$12,100.00	Deleted Fee	Yes	Market Based Pricing
Purchase of Interment Right for Monumental Lawn Grave Site - premium	each	$14,109.00	Deleted Fee	Yes	Market Based Pricing
Pittwater Memorial Wall - purchase Interment Right - single niche in granite wall - standard (lower rows 5 & 6)	each	$1,889.00	$2,267.00	Yes	Market Based Pricing
Pittwater Memorial Wall - purchase Interment Right - single niche in granite wall - superior (mid rows 3 & 4)	each	$2,106.00	$2,527.00	Yes	Market Based Pricing
Pittwater Memorial Wall - purchase Interment Right - single niche in granite wall - premium (upper rows 1 & 2)	each	$2,317.00	$2,780.40	Yes	Market Based Pricing
Gum Tree Grove Garden Memorial - purchase of interment right - for single position - includes granite memorial plinth	each	$3,182.00	$3,361.00	Yes	Market Based Pricing
Gum Tree Grove Garden Memorial - purchase of Interment Right - superior	each	$4,434.00	Deleted Fee	Yes	Market Based Pricing
Gum Tree Grove Garden Memorial - purchase of Interment Right - premium	each	$5,592.00	Deleted Fee	Yes	Market Based Pricing
Gum Tree Grove Granite Garden Estate - purchase of Double Interment Right	each	$3,832.00	$5,376.00	Yes	Market Based Pricing
Gum Tree Grove Granite Garden Estate - purchase of Single Interment Right - superior	each	$5,001.00	Deleted Fee	Yes	Market Based Pricing
Gum Tree Grove Granite Garden Estate - purchase of Single Interment Right - premium	each	$6,171.00	Deleted Fee	Yes	Market Based Pricing
Memorial Garden Bed - (Mona Vale) - purchase of Interment Right - for single position - Garden A and B	each	$1,282.00	$2,020.00	Yes	Market Based Pricing
Memorial Garden Bed - (Mona Vale) - purchase of Interment Right - for single position - Garden C	each	$1,683.00	$2,020.00	Yes	Market Based Pricing
Memorial Garden Bed - (Mona Vale) - purchase of Interment Right - for single position - Garden D	each	$2,096.00	$2,515.00	Yes	Market Based Pricing
SO Reynolds Memorial Wall - purchase of Interment Right - single niche in memorial wall	each	$1,051.00	$1,261.00	Yes	Market Based Pricing
Transfer of burial or niche interment right - including issue of new certificate for up to 2 sites	each	$308.00	$326.00	No	Market Based Pricing
Transfer of burial or niche interment right - including issue of new certificate for 3 or more sites or complex historical / intestacy	each	$418.00	$460.00	No	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Transfer of burial or niche interment right - Pensioner Discount - including issue of new certificate	each	$135.00	$156.00	No	Market Based Pricing
Bedrock memorials - purchase interment right - Small memorial - up to 2 ashes	each	$2,400.00	$2,400.00	Yes	Market Based Pricing
Bedrock memorials - purchase interment right - Large memorial - up to 3 ashes	each	$4,660.00	$4,660.00	Yes	Market Based Pricing
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	$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	$700.00	Yes	Market Based Pricing
Family rock estate - purchase interment right - Standard - (up to 2 Ash Remains) - including bronze family name plate - (placed in cemetery or memorial gardens at Trustee discretion)	each	$6,984.00	$7,375.00	Yes	Market Based Pricing
Family rock estate -purchase interment right - Superior - (up to 4 Ash Remains) - including bronze family name plate - (placed in cemetery or memorial gardens at Trustee discretion)	each	$10,030.00	$10,595.00	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	Deleted Fee	Yes	Market Based Pricing
Cancellation fee - cancel reservation of interment rights (within 12mths of purchase) / General administration fee	each	$140.00	$162.00	Yes	Market Based Pricing
Decorative Cylinder Memorial - purchase interment right for single position	each	$3,665.00	$3,871.00	Yes	Market Based Pricing
Mona Vale Cemetery - Memorials/Dedications					
Dedication seat - supply and install "Park" or similar timber and aluminium seat in cemetery at Trustee discretion	each	$4,533.00	$4,787.00	No	Market Based Pricing
Dedication seat - superior	each	$5,547.00	Deleted Fee	No	Market Based Pricing
Dedication seat - premium	each	$6,716.00	Deleted Fee	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	Deleted Fee	Yes	Market Based Pricing
Pittwater Memorial Wall Panel - purchase position on memorial wall 110mm x 110mm - standard (lower rows 5 & 6)	each	$364.00	$385.00	Yes	Market Based Pricing
Pittwater Memorial Wall Panel - purchase position on memorial wall 110mm x 110mm - superior (mid rows 3 & 4)	each	$418.00	$442.00	Yes	Market Based Pricing
Pittwater Memorial Wall Panel - purchase position on memorial wall 110mm x 110mm - premium (upper rows 1 & 2)	each	$523.00	$553.00	Yes	Market Based Pricing
Pittwater Memorial Wall Panel - supply memorial plaque and attach to wall - 110mm x 110mm	each	$402.00	$425.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Memorial plaques - conical vase - attached to plaque	each	$191.00	$226.00	Yes	Market Based Pricing
Memorial plaques - conical vase - attached to memorial wall	each	$314.00	$314.00	Yes	Market Based Pricing
Memorial plaques - detachable name plate for Bedrock Memorial Plaques	each	Cost plus 50%	Cost plus 50%	Yes	Market Based Pricing
Memorial plaques - photo - True to Life/Lifetime image - black and white - 30mm x 40mm	each	$458.00	$484.00	Yes	Market Based Pricing
Memorial plaques - photo - True to Life/Lifetime image - colour - 30mm x 40mm	each	$614.00	$649.00	Yes	Market Based Pricing
Memorial plaques - photos - photos or decorative items - other materials or sizes	each	Cost plus 50%	Cost plus 50%	Yes	Market Based Pricing
Memorial plaques - emblems	each	$158.00	$167.00	Yes	Market Based Pricing
Memorial plaques - perpetual flowers	each	$180.00	$191.00	Yes	Market Based Pricing
Memorial plaques - photo - True to life/Lifetime image - colour - 50mm x 70mm	each	$647.00	Deleted Fee	Yes	Market Based Pricing
Memorial plaques - Upgrade plaque for Memorial Gardens A - D or supply for dedication seat - 178mm x 102mm	each	$759.00	$759.00	Yes	Market Based Pricing
Memorial plaques - upgrade plaque from engraved to embossed for SO Reynolds Memorial Wall	each	$681.00	$681.00	Yes	Market Based Pricing
Memorial plaques - additional line of text	each	$68.00	$68.00	Yes	Partial Cost Recovery
Memorial plaques - bronze plaque 178 x 102mm attached to kerbing on monument (not permitted on War Graves)	each	$1,327.00	Deleted Fee	Yes	Market Based Pricing
Tree Memorial - Mona Vale Cemetery - family (up to 4 positions)	each	$10,012.00	$10,573.00	Yes	Market Based Pricing
Tree Memorial - Mona Vale Cemetery - shared (per position on border)	each	$2,218.00	$2,343.00	Yes	Market Based Pricing
Purchase Granite sloper and bronze plaque for burial site - (concrete footing not included)	each	$2,440.00	$2,577.00	Yes	Market Based Pricing
Sculptural item - installed in cemetery grounds at discretion of trustee	each	Cost plus 50%	Cost plus 50%	Yes	Market Based Pricing
Mona Vale Cemetery - Monumental Work					
Permission to add inscription	per burial site	$158.00	$167.00	No	Market Based Pricing
Permission to repair/upgrade monument or install landscaping treatment	per burial site	$314.00	$332.00	No	Market Based Pricing
Permission to construct new monument - includes first inscription - per site (Manly or Mona Vale)	per burial site	$536.00	$567.00	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	Deleted Fee	No	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Application for permission to erect tomb, vault, sculpture or monuments over 1.5m	per burial site	$837.00	Deleted Fee	No	Market Based Pricing
Permission to add inscription to headstone or bronze plaque on plinth	per burial site	$158.00	Deleted Fee	No	Market Based Pricing
Pre-poured foundations	per burial site	Cost plus 50%	Deleted Fee	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	Deleted Fee	Yes	Partial Cost Recovery
Outdoor Dining					
Initial application fee (non-refundable)	per application	$450.00	$450.00	No	Market Based Pricing
New owner transfer fee	each	$285.00	$285.00	No	Market Based Pricing
Renewal of an approval (no changes)	each		$86.00	No	Partial Cost Recovery
Bonds - security and performance (to be paid for each new approval & returned at cessation of approval)	each	Three months approval fee	Three months approval fee	No	Full Cost Recovery
Administration fee - late payment	each	$110.00	$110.00	No	Market Based Pricing
Avalon	per square metre per year	$375.00	$375.00	No	Market Based Pricing
Collaroy - Pittwater Road strip	per square metre per year	$405.00	$405.00	No	Market Based Pricing
Collaroy - other areas	per square metre per year	$255.00	$255.00	No	Market Based Pricing
Curl Curl and Queenscliff	per square metre per year	$275.00	$275.00	No	Market Based Pricing
Dee Why Beachfront (The Strand)	per square metre per year	$745.00	$745.00	No	Market Based Pricing
Dee Why - other areas	per square metre per year	$440.00	$440.00	No	Market Based Pricing
Forestville Shopping Centre	per square metre per year	$430.00	$430.00	No	Market Based Pricing
Freshwater	per square metre per year	$480.00	$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	$900.00	No	Market Based Pricing
Manly - CBD Central - Area 1 - South Steyne (the Corso - Wentworth Street)	per square metre per year	$900.00	$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	$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	$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	$700.00	No	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
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	$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	$393.00	No	Market Based Pricing
Manly - Non CBD - Pittwater Road	per square metre per year	$465.00	$465.00	No	Market Based Pricing
Mona Vale	per square metre per year	$375.00	$375.00	No	Market Based Pricing
Narrabeen	per square metre per year	$415.00	$415.00	No	Market Based Pricing
Newport	per square metre per year	$350.00	$350.00	No	Market Based Pricing
North Balgowlah, Brookvale, Frenchs Forest and Narraweena	per square metre per year	$320.00	$320.00	No	Market Based Pricing
North Narrabeen	per square metre per year	$295.00	$295.00	No	Market Based Pricing
Palm Beach	per square metre per year	$345.00	$345.00	No	Market Based Pricing
Warriewood	per square metre per year	$295.00	$295.00	No	Market Based Pricing
Whale Beach	per square metre per year	$290.00	$290.00	No	Market Based Pricing
Unspecified other areas	per square metre per year	$255.00	$255.00	No	Market Based Pricing
Minimum annual usage fee for outdoor dining approvals	each	$500.00	$500.00	No	Market Based Pricing
Pittwater Golf Centre					
Driving Range - child/adult - disability - 25 balls	each	$8.00	$10.00	Yes	Market Based Pricing
Driving Range - child/adult - disability - 50 balls	each	$11.00	$13.00	Yes	Market Based Pricing
Driving Range - child/adult - disability - 100 balls	each	$17.00	$19.00	Yes	Market Based Pricing
Driving Range balls - adult - 25 balls	each	$11.00	$13.00	Yes	Market Based Pricing
Driving Range balls - adult - 50 balls	each	$15.00	$17.00	Yes	Market Based Pricing
Driving Range balls - adult - 100 balls	each	$22.00	$24.00	Yes	Market Based Pricing
Driving Range child (U18) / seniors (with card) / student (with card) - 25 balls	each	$10.00	$12.00	Yes	Market Based Pricing
Driving Range child (U18) / seniors (with card) / student (with card) - 50 balls	each	$13.00	$15.00	Yes	Market Based Pricing
Driving Range child (U18) / seniors (with card) / student (with card) - 100 balls	each	$20.00	$22.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Driving Range balls - adult - 500 balls (with 12 months expiry)	each	$100.00	$105.00	Yes	Market Based Pricing
Driving Range balls - adult - 1,000 balls (with 12 months expiry)	each	$180.00	$185.00	Yes	Market Based Pricing
Driving Range balls - adult - 5,000 balls (with 12 months expiry)	each	$725.00	$750.00	Yes	Market Based Pricing
Driving Range - VIP area user fee per calendar month (unlimited play per calendar month)	per month	$15.00	$15.00	Yes	Market Based Pricing
Mini Golf fees - adult - 18 holes	each	$20.00	$21.00	Yes	Market Based Pricing
Mini Golf fees - adult - 36 holes	each	$23.00	$24.00	Yes	Market Based Pricing
Mini Golf fees - adult - unlimited play (same day only)	each	$26.00	$27.00	Yes	Market Based Pricing
Mini Golf fees - birthday parties - self-catered party per child	each	$19.90	$19.90	Yes	Market Based Pricing
Mini Golf fees - birthday parties - special package party per child	each	$25.90	$25.90	Yes	Market Based Pricing
Mini Golf fees - birthday parties - super package party per child	each	$28.90	$28.90	Yes	Market Based Pricing
Mini Golf fees - birthday parties - supreme package party per child	each	$31.90	$31.90	Yes	Market Based Pricing
Mini Golf fees - child (U18)/seniors (with card)/student (with card) - 18 holes	each	$15.00	$16.00	Yes	Market Based Pricing
Mini Golf fees - child (U18)/seniors (with card)/student (with card) - 36 holes	each	$18.00	$19.00	Yes	Market Based Pricing
Mini Golf fees - child (U18)/seniors (with card)/student (with card) - unlimited play (same day only)	each	$21.00	$22.00	Yes	Market Based Pricing
Mini Golf fees - child/adult - disability - 18 holes	each	$11.00	$12.00	Yes	Market Based Pricing
Mini Golf fees - child/adult - disability - 36 holes	each	$14.00	$15.00	Yes	Market Based Pricing
Mini Golf fees - family (2A + 2C) - 18 holes	each	$49.00	$53.00	Yes	Market Based Pricing
Mini Golf fees - family (2A + 2C) - 36 holes	each	$59.00	$63.00	Yes	Market Based Pricing
Mini Golf fees - family (2A + 2C) - unlimited play (same day only)	each	$69.00	$73.00	Yes	Market Based Pricing
Mini Golf fees - family upgrade (same day only)	each	$13.00	$14.00	Yes	Market Based Pricing
Mini Golf fees - preschool (U5) - 18 holes	each	$11.00	$12.00	Yes	Market Based Pricing
Mini Golf fees - preschool (U5) - 36 holes	each	$14.00	$15.00	Yes	Market Based Pricing
Mini Golf fees - preschool (U5) - unlimited play (same day only)	each	$17.00	$18.00	Yes	Market Based Pricing
Marketing and/or promotional offer at Council's discretion	each	up to 100% discount	up to 100% discount	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 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	$103.00	Yes	Partial Cost Recovery
Master key issue	each	$380.00	$402.00	Yes	Partial Cost Recovery
Loss or non-return of standard key (single differ)	each	$632.00	$668.00	Yes	Partial Cost Recovery
Loss or non-return of master key	each	$12,586.00	$13,291.00	Yes	Partial Cost Recovery
Re-keying or replacement of locks where keys have been lost. Does not include cost of replacement keys	each	Cost plus 20%	Cost plus 20%	Yes	Rate of Return Pricing (IRR)
Charge out rate for staff - Steward	per hour per staff member	$115.00	$122.00	Yes	Partial Cost Recovery
Charge out rate for staff - Facilities Officer	per hour per staff member	$172.00	$182.00	Yes	Partial Cost Recovery
Charge out rate for staff - Senior Facilities Officer	per hour per staff member	$203.00	$215.00	Yes	Partial Cost Recovery
Charge out rate for staff - Facilities Manager	per hour per staff member	$291.00	$308.00	Yes	Partial Cost Recovery
Supply of goods and services - cost recovery for goods and services supplied to third parties	each	Cost plus 15%	Cost plus 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	$182.00	Yes	Full Cost Recovery
Staff charge out rate: Senior Property Officer (minimum 1 hour)	per hour	$203.00	$215.00	Yes	Full Cost Recovery
Staff charge out rate: Property Manager/Team Leader (minimum 1 hour)	per hour	$291.00	$308.00	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 plus 10%	Cost plus 10%	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Sydney Lakeside Holiday Park - Accommodation - Low Season					
Low season - Avalon Cabin - Access Friendly (rates for 4 people, max occupancy 4 people)	per week	$1,806.00	$1,611.00	Yes	Market Based Pricing
Low season - Avalon Cabin - Access Friendly (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	$311.00	$320.00	Yes	Market Based Pricing
Low season - Avalon Cabin - Access Friendly (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	$237.00	$243.00	Yes	Market Based Pricing
Low season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people)	per week	$1,651.00	$1,494.00	Yes	Market Based Pricing
Low season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people) - Friday - Saturday	per night	$285.00	$296.00	Yes	Market Based Pricing
Low season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people) - Sunday - Thursday	per night	$216.00	$225.00	Yes	Market Based Pricing
Low season - Bunkhouse (rates for 4 people, max occupancy 4 people)	per week	$1,160.00	$1,039.00	Yes	Market Based Pricing
Low season - Bunkhouse (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	$186.00	$193.00	Yes	Market Based Pricing
Low season - Bunkhouse (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	$158.00	$163.00	Yes	Market Based Pricing
Low season - Lakeview Villa (rates for 4 people, max occupancy 4 people)	per week	$2,199.00	$1,980.00	Yes	Market Based Pricing
Low season - Lakeview Villa (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	$363.00	$378.00	Yes	Market Based Pricing
Low season - Lakeview Villa (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	$294.00	$306.00	Yes	Market Based Pricing
Low season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people)	per week	$1,806.00	$1,611.00	Yes	Market Based Pricing
Low season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people) - Friday - Saturday	per night	$311.00	$320.00	Yes	Market Based Pricing
Low season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people) - Sunday - Thursday	per night	$237.00	$243.00	Yes	Market Based Pricing
Low season - Palm Cabin (rates for 4 people, max occupancy 5 people)	per week	$1,806.00	$1,611.00	Yes	Market Based Pricing
Low season - Palm Cabin (rates for 4 people, max occupancy 5 people) - Friday - Saturday	per night	$311.00	$320.00	Yes	Market Based Pricing
Low season - Palm Cabin (rates for 4 people, max occupancy 5 people) - Sunday - Thursday	per night	$237.00	$243.00	Yes	Market Based Pricing
Low season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people)	per week		$1,004.00	Yes	Market Based Pricing
Low season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people) - Friday - Saturday	per night	$182.00	$189.00	Yes	Market Based Pricing
Low season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people) - Sunday - Thursday	per night	$151.00	$156.00	Yes	Market Based Pricing
Low season - Studio Cabin (rates for 2 people, max occupancy 2 people)	per week	$1,205.00	$1,086.00	Yes	Market Based Pricing
Low season - Studio Cabin (rates for 2 people, max occupancy 2 people) - Friday - Saturday	per night	$194.00	$202.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Low season - Studio Cabin (rates for 2 people, max occupancy 2 people) - Sunday - Thursday	per night	$163.00	$170.00	Yes	Market Based Pricing
Low season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people)	per week	$1,806.00	$1,611.00	Yes	Market Based Pricing
Low season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	$311.00	$320.00	Yes	Market Based Pricing
Low season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	$237.00	$243.00	Yes	Market Based Pricing
Low season - Villa/Cabin Extras - adults (16 years and over)	per week	$168.00	$168.00	Yes	Market Based Pricing
Low season - Villa/Cabin Extras - adults (16 years and over)	per night	$24.00	$24.00	Yes	Market Based Pricing
Low season - Villa/Cabin Extras - children (4 - 15 years)	per week	$133.00	$133.00	Yes	Market Based Pricing
Low season - Villa/Cabin Extras - children (4 - 15 years)	per night	$19.00	$19.00	Yes	Market Based Pricing
Low season - Ensuite Site (rates for 2 people, max occupancy 6 people)	per week	$554.00	$489.00	Yes	Market Based Pricing
Low season - Ensuite Site (rates for 2 people, max occupancy 2 people)	per week	$554.00	Deleted Fee	Yes	Market Based Pricing
Low season - Ensuite Site (rates for 2 people, max occupancy 6 people)	per night	$79.00	$82.00	Yes	Market Based Pricing
Low season - Powered Site (North, South, Tent) (rates for 2 people, max occupancy 6 people)	per week	$416.00	$368.00	Yes	Market Based Pricing
Low season - Powered Site (North, South, Tent) (rates for 2 people, max occupancy 6 people)	per night	$59.00	$61.00	Yes	Market Based Pricing
Low season - Unpowered Tent Only Site (Small Sites) (rates for 2 people, max occupancy 2 people)	per night	$47.00	$48.00	Yes	Market Based Pricing
Low season - Unpowered Tent Only Site (Small Sites) (rates for 2 people, max occupancy 2 people)	per week	$331.00	$288.00	Yes	Market Based Pricing
Low season - Site Extras - adults (16 years and over)	per week	$105.00	$105.00	Yes	Market Based Pricing
Low season - Site Extras - adults (16 years and over)	per night	$15.00	$15.00	Yes	Market Based Pricing
Low season - Site Extras- children (4-15 years)	per week	$56.00	$56.00	Yes	Market Based Pricing
Low season - Site Extras -children (4-15 years)	per night	$8.00	$8.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Sydney Lakeside Holiday Park - Accommodation - Mid Season					
Mid season - Avalon Cabin - Access Friendly (rates for 4 people, max occupancy 4 people)	per week	$2,153.00	$1,950.00	Yes	Market Based Pricing
Mid season - Avalon Cabin - Access Friendly (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	$358.00	$374.00	Yes	Market Based Pricing
Mid season - Avalon Cabin - Access Friendly (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	$288.00	$300.00	Yes	Market Based Pricing
Mid season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people)	per week	$1,990.00	$1,804.00	Yes	Market Based Pricing
Mid season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people)- Friday - Saturday	per night	$334.00	$348.00	Yes	Market Based Pricing
Mid season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people) - Sunday - Thursday	per night	$265.00	$277.00	Yes	Market Based Pricing
Mid season - Bunkhouse (rates for 4 people, max occupancy 4 people)	per week	$1,448.00	$1,290.00	Yes	Market Based Pricing
Mid season - Bunkhouse (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	$227.00	$235.00	Yes	Market Based Pricing
Mid season - Bunkhouse (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	$199.00	$205.00	Yes	Market Based Pricing
Mid season - Lakeview Villa (rates for 4 people, max occupancy 4 people)	per week	$2,489.00	$2,250.00	Yes	Market Based Pricing
Mid season - Lakeview Villa (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	$405.00	$423.00	Yes	Market Based Pricing
Mid season - Lakeview Villa (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	$336.00	$351.00	Yes	Market Based Pricing
Mid season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people)	per week	$2,153.00	$1,950.00	Yes	Market Based Pricing
Mid season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people) - Friday - Saturday	per night	$358.00	$374.00	Yes	Market Based Pricing
Mid season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people) - Sunday - Thursday	per night	$288.00	$300.00	Yes	Market Based Pricing
Mid season - Palm Cabin (rates for 4 people, max occupancy 5 people)	per week	$2,153.00	$1,950.00	Yes	Market Based Pricing
Mid season - Palm Cabin (rates for 4 people, max occupancy 5 people) - Friday - Saturday	per night	$358.00	$374.00	Yes	Market Based Pricing
Mid season - Palm Cabin (rates for 4 people, max occupancy 5 people) - Sunday - Thursday	per night	$288.00	$300.00	Yes	Market Based Pricing
Mid season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people)	per week	$1,415.00	$1,276.00	Yes	Market Based Pricing
Mid season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people) - Friday - Saturday	per night	$224.00	$235.00	Yes	Market Based Pricing
Mid season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people) - Sunday - Thursday	per night	$193.00	$202.00	Yes	Market Based Pricing
Mid season - Studio Cabin (rates for 2 people, max occupancy 2 people)	per week	$1,347.00	$1,347.00	Yes	Market Based Pricing
Mid season - Studio Cabin (rates for 2 people, max occupancy 2 people) - Friday - Saturday	per night	$224.00	$246.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Mid season - Studio Cabin (rates for 2 people, max occupancy 2 people) - Sunday - Thursday	per night	$193.00	$213.00	Yes	Market Based Pricing
Mid season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people)	per week	$2,153.00	$1,950.00	Yes	Market Based Pricing
Mid season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	$358.00	$374.00	Yes	Market Based Pricing
Mid season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	$288.00	$300.00	Yes	Market Based Pricing
Mid season - Villa/Cabin Extras - adults (16 years and over)	per week	$168.00	$168.00	Yes	Market Based Pricing
Mid season - Villa/Cabin Extras - adults (16 years and over)	per night	$24.00	$24.00	Yes	Market Based Pricing
Mid season - Villa/Cabin Extras - children (4 - 15 years)	per week	$133.00	$133.00	Yes	Market Based Pricing
Mid season - Villa/Cabin Extras - children (4 - 15 years)	per night	$19.00	$19.00	Yes	Market Based Pricing
Mid season - Ensuite Site (rates for 2 people, max occupancy 6 people)	per week	$647.00	$572.00	Yes	Market Based Pricing
Mid season - Ensuite Site (rates for 2 people, max occupancy 6 people)	per night	$92.00	$95.00	Yes	Market Based Pricing
Mid season - Powered Site (North, South, Tent) (rates for 2 people, max occupancy 6 people)	per week	$508.00	$451.00	Yes	Market Based Pricing
Mid season - Powered Site (North, South, Tent) (rates for 2 people, max occupancy 6 people)	per night	$73.00	$75.00	Yes	Market Based Pricing
Mid season - Unpowered Tent Only Site (Small Sites) (rates for 2 people, max occupancy 2 people)	per week	$400.00	$357.00	Yes	Market Based Pricing
Mid season - Unpowered Tent Only Site (Small Sites) (rates for 2 people, max occupancy 2 people)	per night	$57.00	$59.00	Yes	Market Based Pricing
Mid season - Site Extras - adults (16 years and over)	per week	$105.00	$105.00	Yes	Market Based Pricing
Mid season - Site Extras - adults (16 years and over)	per night	$15.00	$15.00	Yes	Market Based Pricing
Mid season - Site Extras- children (4-15 years)	per week	$56.00	$56.00	Yes	Market Based Pricing
Mid season - Site Extras- children (4-15 years)	per night	$8.00	$8.00	Yes	Market Based Pricing
Sydney Lakeside Holiday Park - Accommodation - Peak (High) Season					
High season - Avalon Cabin - Access Friendly (rates for 4 people, max occupancy 4 people)	per week	$2,342.00	$2,130.00	Yes	Market Based Pricing
High season - Avalon Cabin - Access Friendly (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	$379.00	$399.00	Yes	Market Based Pricing
High season - Avalon Cabin - Access Friendly (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	$317.00	$333.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
High season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people)	per week	$2,166.00	$1,968.00	Yes	Market Based Pricing
High season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people)- Friday - Saturday	per night	$354.00	$371.00	Yes	Market Based Pricing
High season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people) - Sunday - Thursday	per night	$292.00	$306.00	Yes	Market Based Pricing
High season - Bunkhouse (rates for 4 people, max occupancy 4 people)	per week	$1,619.00	$1,451.00	Yes	Market Based Pricing
High season - Bunkhouse (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	$248.00	$258.00	Yes	Market Based Pricing
High season - Bunkhouse (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	$224.00	$234.00	Yes	Market Based Pricing
High season - Lakeview Villa (rates for 4 people, max occupancy 4 people)	per week	$2,687.00	$2,440.00	Yes	Market Based Pricing
High season - Lakeview Villa (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	$428.00	$450.00	Yes	Market Based Pricing
High season - Lakeview Villa (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	$366.00	$385.00	Yes	Market Based Pricing
High season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people)	per week	$2,342.00	$2,130.00	Yes	Market Based Pricing
High season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people) - Friday - Saturday	per night	$379.00	$399.00	Yes	Market Based Pricing
High season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people) - Sunday - Thursday	per night	$317.00	$333.00	Yes	Market Based Pricing
High season - Palm Cabin (rates for 4 people, max occupancy 5 people)	per week	$2,342.00	$2,130.00	Yes	Market Based Pricing
High season - Palm Cabin (rates for 4 people, max occupancy 5 people) - Friday - Saturday	per night	$379.00	$399.00	Yes	Market Based Pricing
High season - Palm Cabin (rates for 4 people, max occupancy 5 people) - Sunday - Thursday	per night	$317.00	$333.00	Yes	Market Based Pricing
High season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people)	per week	$1,571.00	$1,424.00	Yes	Market Based Pricing
High season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people) - Friday - Saturday	per night	$242.00	$255.00	Yes	Market Based Pricing
High season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people) - Sunday - Thursday	per night	$217.00	$229.00	Yes	Market Based Pricing
High season - Studio Cabin (rates for 2 people, max occupancy 2 people)	per week	$1,655.00	$1,498.00	Yes	Market Based Pricing
High season - Studio Cabin (rates for 2 people, max occupancy 2 people) - Friday - Saturday	per night	$254.00	$267.00	Yes	Market Based Pricing
High season - Studio Cabin (rates for 2 people, max occupancy 2 people) - Sunday - Thursday	per night	$229.00	$241.00	Yes	Market Based Pricing
High season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people)	per week	$2,342.00	$2,130.00	Yes	Market Based Pricing
High season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	$379.00	$399.00	Yes	Market Based Pricing
High season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	$317.00	$333.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
High season - Villa/Cabin Extras - adults (16 years and over)	per week	$168.00	$168.00	Yes	Market Based Pricing
High season - Villa/Cabin Extras - adults (16 years and over)	per night	$24.00	$24.00	Yes	Market Based Pricing
High season - Villa/Cabin Extras - children (4 - 15 years)	per week	$133.00	$133.00	Yes	Market Based Pricing
High season - Villa/Cabin Extras - children (4 - 15 years)	per night	$19.00	$19.00	Yes	Market Based Pricing
High season - Ensuite Site (rates for 2 people, max occupancy 6 people)	per week		$622.00	Yes	Market Based Pricing
High season - Ensuite Site (rates for 2 people, max occupancy 6 people)	per night	$99.00	$104.00	Yes	Market Based Pricing
High season - Powered Site (North, South, Tent) (rates for 2 people, max occupancy 6 people)	per week	$547.00	$495.00	Yes	Market Based Pricing
High season - Powered Site (North, South, Tent) (rates for 2 people, max occupancy 6 people)	per night	$78.00	$83.00	Yes	Market Based Pricing
High season - Unpowered Tent Only Site (Small Sites) (rates for 2 people, max occupancy 2 people)	per week	$435.00	$382.00	Yes	Market Based Pricing
High season - Unpowered Tent Only Site (Small Sites) (rates for 2 people, max occupancy 2 people)	per night	$62.00	$64.00	Yes	Market Based Pricing
High season - Site Extras - adults (16 years and over)	per week	$105.00	$105.00	Yes	Market Based Pricing
High season - Site Extras - adults (16 years and over)	per night	$15.00	$15.00	Yes	Market Based Pricing
High season - Site Extras- children (4-15 years)	per week	$56.00	$56.00	Yes	Market Based Pricing
High season - Site Extras- children (4-15 years)	per night	$8.00	$8.00	Yes	Market Based Pricing
Sydney Lakeside Holiday Park - Accommodation - Premium Season					
Premium season - Avalon Cabin - Access Friendly (rates for 4 people, max occupancy 4 people)	per week	$3,478.00	$3,668.00	Yes	Market Based Pricing
Premium season - Avalon Cabin - Access Friendly (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	$497.00	$524.00	Yes	Market Based Pricing
Premium season - Avalon Cabin - Access Friendly (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	$497.00	$524.00	Yes	Market Based Pricing
Premium season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people)	per week	$3,175.00	$3,348.00	Yes	Market Based Pricing
Premium season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people) - Friday - Saturday	per night	$454.00	$478.00	Yes	Market Based Pricing
Premium season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people) - Sunday - Thursday	per night	$454.00	$478.00	Yes	Market Based Pricing
Premium season - Bunkhouse (rates for 4 people, max occupancy 4 people)	per week	$1,890.00	$1,990.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Premium season - Bunkhouse (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	$270.00	$284.00	Yes	Market Based Pricing
Premium season - Bunkhouse (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	$270.00	$284.00	Yes	Market Based Pricing
Premium season - Lakeview Villa (rates for 4 people, max occupancy 4 people)	per week	$4,133.00	$4,361.00	Yes	Market Based Pricing
Premium season - Lakeview Villa (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	$590.00	$623.00	Yes	Market Based Pricing
Premium season - Lakeview Villa (rates for 4 people, max occupancy 4 people)- Sunday - Thursday	per night	$590.00	$623.00	Yes	Market Based Pricing
Premium season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people)	per week	$3,478.00	$3,668.00	Yes	Market Based Pricing
Premium season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people) - Friday - Saturday	per night	$497.00	$524.00	Yes	Market Based Pricing
Premium season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people) - Sunday - Thursday	per night	$497.00	$524.00	Yes	Market Based Pricing
Premium season - Palm Cabin (rates for 4 people, max occupancy 5 people)	per week	$3,478.00	$3,668.00	Yes	Market Based Pricing
Premium season - Palm Cabin (rates for 4 people, max occupancy 5 people) - Sunday - Thursday	per night	$497.00	$524.00	Yes	Market Based Pricing
Premium season - Palm Cabin (rates for 4 people, max occupancy 5 people)- Friday- Saturday	per night	$497.00	$524.00	Yes	Market Based Pricing
Premium season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people)	per week	$1,823.00	$1,921.00	Yes	Market Based Pricing
Premium season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people) - Friday - Saturday	per night	$260.00	$274.00	Yes	Market Based Pricing
Premium season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people) - Sunday - Thursday	per night	$260.00	$274.00	Yes	Market Based Pricing
Premium season - Studio Cabin (rates for 2 people, max occupancy 2 people)	per week	$1,915.00	$2,025.00	Yes	Market Based Pricing
Premium season - Studio Cabin (rates for 2 people, max occupancy 2 people) - Friday - Saturday	per night	$274.00	$289.00	Yes	Market Based Pricing
Premium season - Studio Cabin (rates for 2 people, max occupancy 2 people) - Sunday - Thursday	per night	$264.00	$289.00	Yes	Market Based Pricing
Premium season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people)	per week	$3,478.00	$3,668.00	Yes	Market Based Pricing
Premium season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	$497.00	$524.00	Yes	Market Based Pricing
Premium season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	$497.00	$524.00	Yes	Market Based Pricing
Premium season - Villa/Cabin Extras - adults (16 years and over)	per week	$168.00	$168.00	Yes	Market Based Pricing
Premium season - Villa/Cabin Extras - adults (16 years and over)	per night	$24.00	$24.00	Yes	Market Based Pricing
Premium season - Villa/Cabin Extras - children (4 - 15 years)	per week	$133.00	$133.00	Yes	Market Based Pricing
Premium season - Villa/Cabin Extras - children (4 - 15 years)	per night	$19.00	$19.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Premium season - Ensuite Site (rates for 2 people, max occupancy 6 people)	per week	$902.00	$954.00	Yes	Market Based Pricing
Premium season - Ensuite Site (rates for 2 people, max occupancy 6 people)	per night	$129.00	$136.00	Yes	Market Based Pricing
Premium season - Powered Site (North, South, Tent) (rates for 2 people, max occupancy 6 people)	per week	$773.00	$821.00	Yes	Market Based Pricing
Premium season - Powered Site (North, South, Tent) (rates for 2 people, max occupancy 6 people)	per night	$110.00	$117.00	Yes	Market Based Pricing
Premium season - Unpowered Tent Only Site (Small Sites) (rates for 2 people, max occupancy 2 people)	per week	$628.00	$655.00	Yes	Market Based Pricing
Premium season - Unpowered Tent Only Site (Small Sites) (rates for 2 people, max occupancy 2 people)	per night	$90.00	$94.00	Yes	Market Based Pricing
Premium season - Site Extras - adults (16 years and over)	per week	$105.00	$105.00	Yes	Market Based Pricing
Premium season - Site Extras - adults (16 years and over)	per night	$15.00	$15.00	Yes	Market Based Pricing
Premium season - Site Extras- children (4-15 years)	per week	$56.00	$56.00	Yes	Market Based Pricing
Premium season - Site Extras- children (4-15 years)	per night	$8.00	$8.00	Yes	Market Based Pricing
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	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	up to 50% discount	Yes	Partial Cost Recovery
Marketing and/or promotional offer	per instance	up to 100% discount	up to 100% discount	Yes	Partial Cost Recovery
Discount depending on occupancy levels	per night	up to 15% discount	up to 50% 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	$349.00	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	5% of value of works or min $2,500	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
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	$10,985.00	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	$55,077.00	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	$14,165.00	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	$27,539.00	Yes	Rate of Return Pricing (IRR)
Co-user charge (i.e. another carrier within the existing lease area)	per year	$26,078.00	$27,539.00	Yes	Rate of Return Pricing (IRR)
Typical site - small equipment cabinets or site for monopole	per year	$52,156.00	$55,077.00	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	$39,344.00	Yes	Rate of Return Pricing (IRR)
High impact site - additional rental for small shelter adjoining a large tower	per year	$37,257.00	$39,344.00	Yes	Rate of Return Pricing (IRR)
High impact site - large shelter, monopole or tower	per year	$74,509.00	$78,682.00	Yes	Rate of Return Pricing (IRR)
Warringah Recreation Centre					
Futsal: ball hire	per hour	$5.00	$5.00	Yes	Partial Cost Recovery
Futsal: court - pre-school group per child (minimum 10 players)	per child	$2.50	$2.50	Yes	Partial Cost Recovery
Futsal: court - school holiday program group per court	per hour	$31.70	$31.70	Yes	Partial Cost Recovery
Futsal: court - school group per court	per hour	$37.90	$37.90	Yes	Partial Cost Recovery
Futsal: casual court hire (7:00AM to 5:00PM)	per hour	$59.00	$59.00	Yes	Partial Cost Recovery
Futsal: casual court hire (5:00PM to 9:00PM)	per hour	$75.00	$75.00	Yes	Partial Cost Recovery
Futsal: casual court hire (weekends)	per hour	$75.00	$75.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Futsal: permanent court hire (7:00AM to 5:00PM)	per hour	$54.00	$54.00	Yes	Partial Cost Recovery
Futsal: permanent court hire (5:00PM to 9:00PM)	per hour	$64.00	$64.00	Yes	Partial Cost Recovery
Squash: racquet hire	per hour	$5.00	$5.00	Yes	Partial Cost Recovery
Squash: school group - per child	per hour	$8.00	$8.00	Yes	Partial Cost Recovery
Squash: casual court hire (7:00AM to 5:00PM)	per hour or part	$17.00	$17.00	Yes	Partial Cost Recovery
Squash: casual court hire (5:00PM to 9:00PM)	per hour or part	$22.00	$22.00	Yes	Partial Cost Recovery
Squash: casual court hire (weekends)	per hour or part	$22.00	$22.00	Yes	Partial Cost Recovery
Squash: permanent court hire (7:00AM to 5:00PM)	per hour	$30.00	$30.00	Yes	Partial Cost Recovery
Squash: permanent court hire (5:00PM to 9:00PM)	per hour	$32.00	$32.00	Yes	Partial Cost Recovery
Squash: coaching rate (includes court hire)	per hour	$75.00	$75.00	Yes	Partial Cost Recovery
Tennis: racquet hire	per hire	$5.00	$5.00	Yes	Partial Cost Recovery
Tennis: school group - per court (court hire only)	per hour	$21.00	$21.00	Yes	Partial Cost Recovery
Tennis: school group coaching - per person (includes court hire)	per hour	$6.00	$6.00	Yes	Partial Cost Recovery
Tennis: casual court hire (7:00AM to 5:00PM)	per hour	$24.30	$24.30	Yes	Partial Cost Recovery
Tennis: casual court hire (5:00PM to 9:00PM)	per half hour	$27.50	$27.50	Yes	Partial Cost Recovery
Tennis: casual court hire (weekends)	per hour	$27.50	$27.50	Yes	Partial Cost Recovery
Tennis: permanent court hire (7:00AM to 5:00PM)	per hour	$22.10	$22.10	Yes	Partial Cost Recovery
Tennis: permanent court hire (05:00PM to 09:00PM)	per hour	$24.30	$24.30	Yes	Partial Cost Recovery
Tennis: private coaching (includes court hire) - minimum 10 players	per hour	$79.00	$79.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Waste Management & Cleansing					
Avalon Car Boot Sale					
Stallholder fee	per stall	$58.00	$62.00	Yes	Partial Cost Recovery
Bags to Riches Travelling Flea Market					
Stallholder fee	per stall	$16.70	$17.60	Yes	Partial Cost Recovery
Domestic Waste Management Service Charge					
Waste availability charge	per annum	$113.00	$117.00	No	Full Cost Recovery
Standard Domestic Waste Service Charge	per annum	$555.00	$586.00	No	Full Cost Recovery
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	$326.00	No	Full Cost Recovery
First additional 140L blue lid recycling service	per annum	$34.00	$36.00	No	Full Cost Recovery
First additional 140L yellow lid recycling service	per annum	$34.00	$36.00	No	Full Cost Recovery
Subsequent additional 140L blue lid recycling service	per annum	$116.00	$122.00	No	Full Cost Recovery
Subsequent additional 140L yellow lid recycling service	per annum	$116.00	$122.00	No	Full Cost Recovery
Third or Fourth green lid vegetation (cap of 4 per household)	per annum	$34.00	$36.00	No	Full Cost Recovery
Wheelie bin extension handle/tow hitch	each	$40.00	$42.20	No	Full Cost Recovery
Out of Zone - 'queue jump' - bulky goods service	each		$125.00	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
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 excess cubic metre	per cubic metre	$81.40 per excess cubic metre	$86.00	No	Full Cost Recovery
Empty contaminated bin	per bin	$33.50	$35.40	No	Full Cost Recovery
Clean up excessive or incorrectly presented waste - per hour plus cost recovery on landfill disposal charges	per instance	$211.70 per hour + cost recovery on landfill disposal charges	$223.60	No	Full Cost Recovery
Litterbin Services					
Deliver and remove bins (excludes emptying the bin) - 240 litre bin	per bin	$11.50	$12.10	Yes	Full Cost Recovery
Deliver and remove bins (excludes emptying the bin) - 660 litre bin	per bin	$11.50	$12.10	Yes	Full Cost Recovery
Deliver and remove bins (excludes emptying the bin) - 1,100 litre bin	per bin	$11.50	$12.10	Yes	Full Cost Recovery
Deliver and remove bins (excludes emptying the bin) - 1,500 litre bin	per bin	$73.00	$78.00	Yes	Full Cost Recovery
Deliver and remove bins (excludes emptying the bin) - 3,000 litre bin	per bin	$85.00	$90.00	Yes	Full Cost Recovery
Deliver and remove bins (excludes emptying the bin) - 4,000 litre bin	per bin	$107.00	$113.00	Yes	Full Cost Recovery
Deliver and remove bins (excludes emptying the bin) - 10,000 litre bin	per bin	$252.00	$267.00	Yes	Full Cost Recovery
Empty bins at functions and events - 240 litre bin - includes tipping and disposal	per bin	$16.50	$17.40	Yes	Full Cost Recovery
Empty bins at functions and events - 660 litre bin - includes tipping and disposal	per bin	$87.00	$92.00	Yes	Full Cost Recovery
Empty bins at functions and events - 1,100 litre bin (tipping and disposal costs may apply)	per bin	$136.00	$144.00	Yes	Full Cost Recovery
Empty bins at functions and events - 1,500 litre bin (tipping and disposal costs may apply)	per bin	$161.00	$171.00	Yes	Full Cost Recovery
Empty bins at functions and events - 3,000 litre bin (tipping and disposal costs may apply)	per bin	$319.00	$337.00	Yes	Full Cost Recovery
Empty bins at functions and events - 4,000 litre bin (tipping and disposal costs may apply)	per bin	$414.00	$438.00	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	$1,109.00	Yes	Full Cost Recovery
Tipping and Disposal	per bin	At cost	At cost	Yes	Full Cost Recovery
Waste Reduction Workshop					
Attendance Fee	per workshop		$16.50	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 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	Zero	No	Zero Cost Recovery
Spectator	per session	$4.20	$4.40	Yes	Market Based Pricing
Spectator to swimmer upgrade	each	$5.00	$5.40	Yes	Market Based Pricing
Swim - Child (4-17yrs) /Concession	per session	$7.20	$7.80	Yes	Market Based Pricing
Swim - Student	each	$7.20	Deleted Fee	Yes	Market Based Pricing
Swim - Adult	per session	$9.20	$9.80	Yes	Market Based Pricing
Swim - Family (A family is a maximum of 5 members of one immediate family)	per session	$27.90	$29.90	Yes	Market Based Pricing
Swim - Family Concession (A family is a maximum of 5 members of one immediate family)	per session	$22.30	Deleted Fee	Yes	Market Based Pricing
Additional family member entry	each	$4.00	$4.30	Yes	Market Based Pricing
Swim, spa, steam, sauna combo (entry fee additional)	per session	$5.60	$6.00	Yes	Market Based Pricing
Swim, spa, steam, sauna combo Concession (entry fee additional)	per session	$4.50	$4.80	Yes	Market Based Pricing
All access casual visit - Adult	per session	$28.00	$30.00	Yes	Market Based Pricing
All access casual visit - Concession	per session	$23.80	$25.50	Yes	Market Based Pricing
Crèche (1.5 hours) - non-member	per child	$6.50	$7.00	Yes	Market Based Pricing
Crèche (1.5 hours) - member	per child	$3.20	$3.50	Yes	Partial Cost Recovery
Crèche 10 visit pass - member	each		$31.50	Yes	Market Based Pricing
Crèche 10 visit pass - non-member	each	$58.50	$63.00	Yes	Market Based Pricing
Pool inflatable - casual entry upgrade	each	$2.50	$2.70	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Manly Andrew Boy Charlton Aquatic Centre - Carnival Packages					
School carnivals 25m outdoor pool - hourly rate whole pool (handheld)	per hour	$322.00	$345.00	Yes	Partial Cost Recovery
School carnivals 25m indoor pool - hourly rate whole pool (handheld)	per hour	$430.00	$460.00	Yes	Partial Cost Recovery
School carnivals 25m outdoor pool - hourly rate whole pool (touchpad)	per hour	$379.00	$406.00	Yes	Partial Cost Recovery
School carnivals 25m indoor pool - hourly rate whole pool (touchpad)	per hour	$488.00	$522.00	Yes	Partial Cost Recovery
School carnivals 50m pool - hourly rate whole pool (handheld)	per hour	$637.00	$682.00	Yes	Partial Cost Recovery
School carnivals 50m pool - hourly rate whole pool (touchpad)	per hour	$746.00	$798.00	Yes	Partial Cost Recovery
Manly Andrew Boy Charlton Aquatic Centre - Commercial Hire Filming					
Staff member filming	per hour	$65.00	$70.00	Yes	Full Cost Recovery
Staff member filming after hours	per hour	$113.00	$121.00	Yes	Full Cost Recovery
Filming fees - application fee	each	$345.00	$370.00	Yes	Market Based Pricing
Manly Andrew Boy Charlton Aquatic Centre - Fitness Centre					
Casual Fitness Centre visit	per session	$24.70	$26.40	Yes	Market Based Pricing
Casual Fitness Centre visit - Concession	per session	$20.00	$21.40	Yes	Market Based Pricing
Concession casual group fitness (student/senior/pensioner)	per session	$20.00	Deleted Fee	Yes	Market Based Pricing
Group fitness class / aqua class	per session	$24.70	$26.40	Yes	Market Based Pricing
Group fitness class / aqua class - Concession	per session	$20.00	$21.40	Yes	Market Based Pricing
Rehab 10 visit pass (health providers only)	each	$97.20	$104.00	Yes	Market Based Pricing
Health assessment fee	each	$70.00	$74.90	Yes	Market Based Pricing
Fitness Body Scan	each		$22.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
1 x 60 minute personal training session	each	$98.00	$104.90	Yes	Market Based Pricing
5 x 60 minute personal training session	each	$445.00	$476.00	Yes	Market Based Pricing
10 x 60 minute personal training session	each	$808.00	$865.00	Yes	Market Based Pricing
8 Week Fitness Challenge	each		$250.00	Yes	Market Based Pricing
Manly Andrew Boy Charlton Aquatic Centre - Memberships					
6 month Swim Membership Concession - renewal only	per half season	$269.00	$288.00	Yes	Market Based Pricing
6 month Swim Membership Adult - renewal only	per half season	$455.00	$487.00	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	$712.00	Yes	Market Based Pricing
12 month Swim Membership Concession - renewal only	per season	$490.00	$525.00	Yes	Market Based Pricing
12 month Swim Membership Adult - renewal only	per season	$785.00	$840.00	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	$1,327.00	Yes	Market Based Pricing
12 month Fitness Centre Membership Adult	each	$1,508.00	$1,614.00	Yes	Market Based Pricing
12 month Fitness Centre Membership - Concession	each	$1,331.20	$1,425.00	Yes	Market Based Pricing
12 month Family Membership for 2 members with access to all aquatic centre facilities conditions apply	each	$2,641.60	$2,827.00	Yes	Market Based Pricing
12 month Family Membership for 3 members access to all aquatic centre facilities conditions apply	each	$2,818.40	$3,016.00	Yes	Market Based Pricing
12 month Family Membership for 4 members with access to all aquatic centre facilities conditions apply	each	$2,974.40	$3,183.00	Yes	Market Based Pricing
12 month Family Membership for 5 members with access to all aquatic centre facilities conditions apply	each	$3,182.40	$3,406.00	Yes	Market Based Pricing
Membership replacement card fee	each	$11.50	$12.30	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Manly Andrew Boy Charlton Aquatic Centre - Multi Centre Swim Only Memberships - Includes unlimited access to Manly Andrew Boy Charlton Aquatic Centre and Warringah					
6 month Swim Membership Concession	per half season	$413.00	$442.00	Yes	Market Based Pricing
6 month Swim Membership Adult	per half season	$551.00	$590.00	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	$1,244.00	Yes	Market Based Pricing
12 month Swim Membership Concession	per season	$608.00	$651.00	Yes	Market Based Pricing
12 month Swim Membership Adult	per season	$810.00	$867.00	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	$1,828.00	Yes	Market Based Pricing
Manly Andrew Boy Charlton Aquatic Centre - Multi-Visit Passes					
10 pass Concession entry card swim only	each	$64.80	$70.20	Yes	Market Based Pricing
10 pass Adult entry card swim only	each	$82.80	$88.20	Yes	Market Based Pricing
20 pass Concession entry card swim only	each	$129.60	$140.40	Yes	Market Based Pricing
20 pass Adult entry card swim only	each	$165.60	$176.40	Yes	Market Based Pricing
10 visit pass Fitness Centre - Adult	each	$222.30	$237.60	Yes	Market Based Pricing
10 visit pass Fitness Centre - Concession	each	$180.00	$192.60	Yes	Market Based Pricing
10 visit pass group fitness - Adult	each	$222.30	$237.60	Yes	Market Based Pricing
10 visit pass group fitness - Concession	each	$180.00	$192.60	Yes	Market Based Pricing
20 visit pass Fitness Centre - Adult	each	$444.60	$475.20	Yes	Market Based Pricing
20 visit pass Fitness Centre - Concession	each	$360.00	$385.20	Yes	Market Based Pricing
10 visit swim, spa, steam/sauna Concession	each	$105.30	$113.40	Yes	Market Based Pricing
10 visit Adult swim, spa, steam/sauna	each	$133.20	$142.20	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Manly Andrew Boy Charlton Aquatic Centre - Other Charges					
Locker hire - single use	per session	$2.00	$2.00	Yes	Full Cost Recovery
Outdoor locker hire - 6 months	per half year	$46.50	$49.10	Yes	Full Cost Recovery
Outdoor locker hire - 12 months	per year	$93.00	$99.00	Yes	Full Cost Recovery
Outdoor locker key replacement	each		$20.00	Yes	Full Cost Recovery
Student program schools - 30 minute lesson	per student	$12.00	$12.80	No	Partial Cost Recovery
Student program schools - 45 minute lesson	per student	$13.70	$14.70	No	Partial Cost Recovery
Room hire crèche	per hour	$46.00	$49.20	Yes	Full Cost Recovery
Room hire group fitness room	per hour	$105.00	$112.40	Yes	Full Cost Recovery
Room hire - Demountable/Party Room (minimum 2 hours)	per hour		$22.00	Yes	Full Cost Recovery
Lifeguard hire	per hour	$65.00	$70.00	Yes	Full Cost Recovery
Cleaning fee	per hour	$201.00	$215.00	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	$31.15	$33.30	Yes	Partial Cost Recovery
Indoor program pool - commercial, private, social group	per hour per lane	$34.20	$36.60	Yes	Full Cost Recovery
25 metre indoor pool - corporate, commercial, private, social group	per hour per lane	$62.30	$66.70	Yes	Full Cost Recovery
25 metre outdoor pool - registered foundation swimming clubs	per hour per lane	$17.70	$18.90	Yes	Partial Cost Recovery
25 metre outdoor pool - schools, registered sporting and swimming clubs	per hour per lane	$23.50	$25.10	Yes	Partial Cost Recovery
25 metre outdoor pool corporate, commercial, private, social group	per hour per lane	$47.00	$50.30	Yes	Full Cost Recovery
25 metre outdoor pool - schools, registered sporting and swimming clubs - hourly rate whole pool	per hour	$120.00	$128.40	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	Deleted Fee	Yes	Partial Cost Recovery
25 metre outdoor pool - corporate, commercial, private, social group - hourly rate whole pool	per hour	$240.00	$256.80	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
50 metre pool registered foundation swimming clubs	per hour per lane	$35.50	$38.00	Yes	Partial Cost Recovery
50 metre outdoor pool - schools, registered sporting and swimming clubs	per hour per lane	$49.10	$52.50	Yes	Partial Cost Recovery
Water polo comp other than schools (8x50m)	per hour per lane		$30.10	Yes	Partial Cost Recovery
50 metre outdoor pool corporate, commercial, private, social group	per hour per lane	$98.20	$105.10	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	Deleted Fee	Yes	Partial Cost Recovery
50 metre outdoor pool - after hours pool hire - hourly rate whole pool (entry fee additional)	per hour	$275.60	Deleted Fee	Yes	Full Cost Recovery
Manly Andrew Boy Charlton Aquatic Centre - Recreation Program					
Birthday party with inflatable	per child	$28.50	$30.10	Yes	Market Based Pricing
Manly Andrew Boy Charlton Aquatic Centre - Swim Programs					
School holiday intensive swim program - per child, per day	per day	$22.50	$23.80	No	Market Based Pricing
Learn To Swim child, concession direct debit (paid fortnightly)	each	$45.00	$47.60	No	Market Based Pricing
Learn To Swim adult direct debit (paid fortnightly)	each	$48.00	$50.60	No	Market Based Pricing
Learn to Swim suspension fee	per week		$5.00	Yes	Full Cost Recovery
Squads 1 x session (paid fortnightly)	per fortnight	$44.00	$46.50	Yes	Full Cost Recovery
Squads 2 x session (paid fortnightly)	per fortnight	$66.00	$70.00	Yes	Full Cost Recovery
Squads 3 x session (paid fortnightly)	per fortnight	$75.00	$80.00	Yes	Full Cost Recovery
Squads 4 x session (paid fortnightly)	per fortnight	$90.00	$96.00	Yes	Full Cost Recovery
Elite squads membership	each	$100.00	$106.00	Yes	Market Based Pricing
Elite squads swim & fitness membership	each	$118.00	Deleted Fee	Yes	Market Based Pricing
Private Learn To Swim lesson - max 2 person - 30 minutes	per session	$81.00	$85.50	No	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Squads fitness membership	per fortnight		$46.00	Yes	Market Based Pricing
Fit you Squad	each	$22.20	$23.80	Yes	Full Cost Recovery
Fit you Squad 10 Visit pass	each	$199.80	$214.20	Yes	Full Cost Recovery
Fit you Squad 10 Visit pass - Members	each		$107.10	Yes	Full Cost Recovery
Warringah Aquatic Centre - Admission					
Children under 4 years, TPI, school teachers in charge of school groups	per visit	Zero	Zero	No	Zero Cost Recovery
Spectator	per entry	$4.20	$4.40	Yes	Market Based Pricing
Swim - Child (4-17yrs) /Concession	per session	$7.20	$7.80	Yes	Market Based Pricing
Swim - Adult	per session	$9.20	$9.80	Yes	Market Based Pricing
Family (a family is a maximum of 5 members of one immediate family) - Concession	per session	$22.30	$23.90	Yes	Market Based Pricing
Family (a family is a maximum of 5 members of one immediate family)	per session	$27.90	$29.90	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	$171.00	Yes	Market Based Pricing
Water polo competition entry (applicable to Monday & Friday night comp only)	per entry	$7.00	$7.70	Yes	Market Based Pricing
Warringah Aquatic Centre - Carnival Packages					
Carnival Participant	per entry	$3.30	$3.50	Yes	Partial Cost Recovery
Carnivals 25m indoor pool - hourly rate (handheld)	per hour	$594.00	$628.00	Yes	Partial Cost Recovery
Carnivals 50m pool - hourly rate whole pool (handheld)	per hour	$734.00	$776.00	Yes	Partial Cost Recovery
Carnivals 50m pool - hourly rate whole pool -double ended timing (handheld)	per hour	$806.00	$852.00	Yes	Partial Cost Recovery
Carnivals 25m pool - hourly rate (touchpad)	per hour	$734.00	$776.00	Yes	Partial Cost Recovery
Carnivals 50m pool - hourly rate whole pool (touchpad)	per hour	$878.00	$928.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Meeting room (carnivals on weekends) not for profit rate	per hour	$33.30	$35.20	Yes	Partial Cost Recovery
Scoreboard Operator	per hour	$65.00	$69.00	Yes	Partial Cost Recovery
Warringah Aquatic Centre - Commercial Hire Filming					
25m lane in addition to filming fee	per hour	$184.00	$197.00	No	Full Cost Recovery
50m lane in addition to filming fee	per hour	$270.00	$289.00	No	Full Cost Recovery
Diving Pool in addition to filming fee	per hour	$325.00	$348.00	No	Full Cost Recovery
Filming fee	each	$345.00	$369.00	No	Market Based Pricing
Warringah Aquatic Centre - Memberships - Includes unlimited entries during standard operating hours for swimming and all classes					
6 months Membership Concession	each	$542.00	$580.00	Yes	Market Based Pricing
6 months Membership Adult	each	$732.00	$783.00	Yes	Market Based Pricing
12 months Membership Concession	each	$808.00	$865.00	Yes	Market Based Pricing
12 months Membership Adult	each	$1,045.00	$1,118.00	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	$442.00	Yes	Market Based Pricing
6 month Swim Membership Adult	each	$551.00	$590.00	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	$1,244.00	Yes	Market Based Pricing
12 month Swim Membership Concession	each	$608.00	$651.00	Yes	Market Based Pricing
12 month Swim Membership Adult	each	$810.00	$867.00	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	$1,828.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Warringah Aquatic Centre - Multi-Visit Passes					
Spectator 10 visit	each	$37.80	$39.90	Yes	Market Based Pricing
Monthly Swim Only Child pass	each	$69.70	$74.60	Yes	Market Based Pricing
Child Swim Only 20 visit	each	$129.60	$140.40	Yes	Market Based Pricing
Child Swim Only 50 visit	each	$306.00	$331.50	Yes	Market Based Pricing
Adult Swim Only 20 visit - Concession	each	$129.60	$140.40	Yes	Market Based Pricing
Adult Swim Only 20 visit	each	$165.60	$176.40	Yes	Market Based Pricing
Adult Swim Only 50 visit	each	$391.00	$416.50	Yes	Market Based Pricing
Adult 50 Swim Only visit - Concession	each	$306.00	$331.50	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	Deleted Fee	Yes	Market Based Pricing
Additional child	each	$367.00	Deleted Fee	Yes	Market Based Pricing
Warringah Aquatic Centre - Other Charges					
Lockers	per locker per session	$1.20	$1.30	Yes	Full Cost Recovery
Staffing normal hours per person	per hour	$65.00	$70.00	Yes	Full Cost Recovery
Special events after hours	per hour	$119.00	$127.00	Yes	Full Cost Recovery
Cleaning fee	per hour or part thereof	$201.00	$215.00	Yes	Full Cost Recovery
Warringah Aquatic Centre - Pool Hire					
Schools water polo comp (8x25m) per lane + dive pool	per hour	$23.40	$25.00	Yes	Partial Cost Recovery
Organisation/association 25m lane	per hour or part thereof	$28.10	$30.10	Yes	Partial Cost Recovery
Organisation/association diving pool	per hour or part thereof	$37.80	$40.40	Yes	Partial Cost Recovery
Organisation/association 50m lane	per hour or part thereof	$57.00	$61.00	Yes	Partial Cost Recovery
Water polo comp other than schools (8x25m)	per hour per lane	$28.10	$30.10	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Business/commercial 25m lane	per hour or part thereof	$57.00	$61.00	Yes	Full Cost Recovery
Business/commercial diving pool	per hour or part thereof	$70.00	$74.90	Yes	Full Cost Recovery
Business/commercial 50m lane	per hour or part thereof	$113.00	$120.90	Yes	Full Cost Recovery
Studio/meeting room not for profit normal hours	per hour or part thereof	$33.30	$35.60	Yes	Partial Cost Recovery
Studio/meeting room commercial normal hours	per hour or part thereof	$68.00	$72.80	Yes	Full Cost Recovery
Warringah Aquatic Centre - Recreation Program					
Casual visit Concession	per person	$20.00	$21.40	Yes	Market Based Pricing
Casual visit	per person	$24.70	$26.40	Yes	Market Based Pricing
10 visit pass Concession	each	$180.00	$192.60	Yes	Market Based Pricing
10 visit pass	each	$222.30	$237.60	Yes	Market Based Pricing
Active Seniors Gentle Exercise	per person	$11.20	$12.00	Yes	Partial Cost Recovery
Active Seniors Gentle Exercise - 10 visit pass	each	$100.80	$108.00	Yes	Partial Cost Recovery
Birthday party with inflatable	per person	$28.50	$30.10	Yes	Market Based Pricing
Warringah Aquatic Centre - Swim Program					
Swim assessment	each	$7.00	$7.80	Yes	Partial Cost Recovery
Schools	per student	$12.00	$12.80	No	Market Based Pricing
Learn to Swim - 1 session per week	per person	$22.50	$23.80	No	Market Based Pricing
Learn to Swim refund fee	each	$27.90	$29.50	Yes	Full Cost Recovery
Adult Learn to Swim - 30 minute session	per session	$24.00	$25.30	No	Market Based Pricing
Adult stroke development - 30 minute session	per session	$24.00	$25.30	Yes	Market Based Pricing
Holiday swim programs	per person	$22.50	$23.80	No	Market Based Pricing
Holiday dive programs	per person	$23.00	$24.30	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Holiday swim clinics - 1 hour	per person	$32.00	$33.80	Yes	Market Based Pricing
Holiday swim clinics - package of 5 classes	each	$144.00	$152.10	Yes	Market Based Pricing
Holiday activity program - 1 hour	per person	$12.00	$12.70	Yes	Market Based Pricing
Swim Fit Concession - 1 hour	per session	$18.90	$20.20	Yes	Market Based Pricing
Swim Fit Concession 10 visit pass	each	$170.10	$181.80	Yes	Market Based Pricing
Swim Fit - 1 hour	per session	$22.20	$23.80	Yes	Market Based Pricing
Swim Fit 10 visit pass	each	$199.80	$214.20	Yes	Market Based Pricing
Diving - 1 session per week	per person	$23.00	$24.30	Yes	Market Based Pricing
Private Learn to Swim lessons - max 2 person - 30 minutes	per session	$81.00	$85.50	No	Market Based Pricing
Card replacement fee	per card	$11.50	$12.10	Yes	Full Cost Recovery
Planning and Place					
Busking Permits					
Junior permit - under 16 years (other than Manly CBD)	per permit	Zero	Zero	No	Zero Cost Recovery
Daily permit Manly CBD (Junior - 18 years and under)	per permit	$17.90	$18.90	No	Market Based Pricing
Daily permit Manly CBD (Adult)	per permit	$34.50	$36.40	No	Market Based Pricing
Monthly permit Manly CBD (7 days per week for 1 month)	per permit	$60.00	$64.00	No	Market Based Pricing
Quarterly Permit Manly CBD (7 days per week for 3 months)	per permit	$136.00	$144.00	No	Market Based Pricing
Annual permit - over 16 years (other than Manly CBD)	per permit	$31.20	$33.00	No	Market Based Pricing
Group busking fee – Manly per quarter (10 people maximum)	per permit	$136.00	$144.00	No	Market Based Pricing
Group busking fee – LGA (excluding Manly) per annum (10 people maximum)	per permit	$31.20	$33.00	No	Market Based Pricing

Fee	Units	2023 - 2024 Fee $	2024 - 2025 Fee $	GST Applicable	Pricing Methodology
Manly Markets					
Manly Arts & Crafts Market	per charge	Plus Stall Fee (25% of participating stall rental fees)	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)	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)	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)	Fixed Fee (per month as per contract)	Yes	Market Based Pricing



Draft
Long-Term Financial Plan
2024 - 2034

2024/282300

northern beaches council

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Executive Summary

Like many councils in NSW, Northern Beaches Council is facing growing pressure to its financial sustainability as increases in income, under the NSW rate peg system, have not reflected the rising costs of labour, materials, contracts, and construction.

High inflation, severe weather events, the COVID-19 pandemic and significant increases in costs like the Emergency Services Levy, insurance and gas, alongside constraints on rates income is placing significant pressure on Council's ability to maintain infrastructure and services at the required level.

The Council has undertaken a number of measures to assist in offsetting cost pressures in recent years including fee reviews, achieving efficiency gains and cost savings. This includes $0.4 million in the development of the 2024/25 budget along with over $2 million in the previous two financial years. While opportunities are continuously sought, these measures alone are unable to fully offset the impact of recent high inflation levels.

Sydney's inflation over the 3 years to 30 June 2023 was more than double the increase in rates income, which is equivalent to an accumulative variance of 9.7%, or $18.1 million in rates income. This gap is now built into Council's ongoing rates income, meaning the rate base will be permanently lower without intervention.

The Asset Management Plans require an additional investment of $15.1 million per year to maintain and renew existing assets, along with $10.4 million per year to uplift service levels and provide high priority new assets required by the community.

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.

The LTFP shows income levels are no longer sufficient to fund operating expenses, invest in the ongoing renewal of infrastructure assets required by the Asset Management Plans and provide the necessary working capital to manage unexpected events, a scenario which is not sustainable and without intervention will continue to reduce services to the community.

The LTFP explores an alternative scenario to strengthen our position in the future and address the funding gap for the renewal and maintenance of existing assets ($15.1 million per year). Further engagement would be undertaken with the community to develop this option should Council choose to explore it.

1. Introduction

The Long-Term Financial Plan forms part of our ten-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 2034, 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 seeks to fully fund 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.

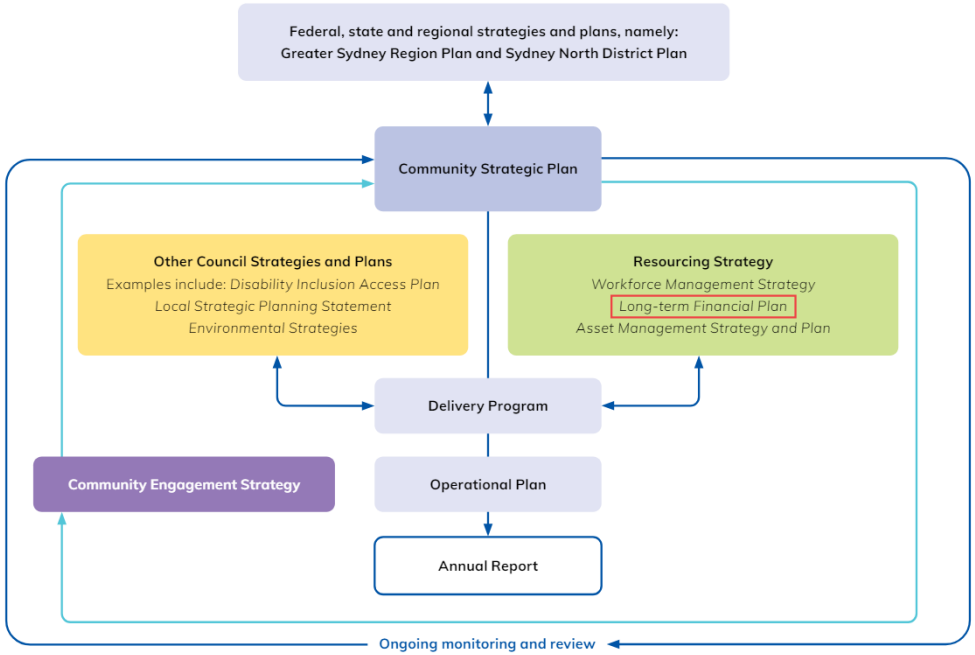
It is comprised of three interrelated elements:

- The LTFP 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 for you. It sets out priorities for developing and enabling staff.
- Our Asset Management Strategy sets out how we will maintain our facilities and other assets, and create new ones. It covers assets such as infrastructure for stormwater, transport, parks and recreation, buildings and is supported by Asset Management Plans.

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 that 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 Plans are reviewed annually to ensure financial planning for the annual Operational Plan and Budget are sound.

Figure 1. Integrated Planning and Reporting Framework



2. Strategic alignment

The community is at the centre of what drives us, starting with the long-term 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.***

Figure 2 – Strategic line of sight



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, and its 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 Plans. 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.

3. 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* (the Act), councils must apply sound financial management principles that require responsible and sustainable spending and investment and ensure that 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 Act (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:
    a. performance management and reporting,
    b. asset maintenance and enhancement,
    c. funding decisions,
    d. risk management practices.

d) Councils should have regard to achieving intergenerational equity, including ensuring the following:
    a. policy decisions are made after considering their financial effects on future generations,
    b. the current generation funds the cost of its services.

These financial principles 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.

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
- 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.

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 a 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 – i.e. prioritise asset renewal needs over new assets
- continually monitor asset conditions to minimise the likelihood of infrastructure backlogs
- link the Asset Management Plans to the LTFP
- 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.

4. 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 254km^2 of urban and natural environment and is located to the north of the Sydney CBD. There is 80 km 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.

4.1 Community[1]

The population is 267,921 people (Estimated Resident Population 2023) living across 105,016 dwellings.

Other characteristics include:

- the largest age group is 45-49 years old, with over 20,500 people and comprising 8% of our population
- an ageing population: those aged 60+ years will grow by 26% by 2034, another 16,100 people
- living arrangements include 37% of the population as couples with children, 26% couples, 22% single, 9% single parents and 3% in group living situations such as nursing homes
- 4% of residents have a disability that needs daily assistance, and 11% provide unpaid assistance to a person with disability, long term illness or elderly.

4.2 Economy[2]

Our local economy features over 33,100 local businesses and:

- 58% of our working population work full time, 32% part time
- 54% of working residents work locally
- 110,747 local jobs with 15% in healthcare and social assistance, 13% in retail and 12% in construction
- healthcare and social assistance is our fastest growing industry
- Gross Regional Product was estimated at almost $20 billion in 2022.

[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

4.3 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 in planning and development, social and affordable housing, community safety, public transport and major roads, natural hazards and emergency management.

Some of key agencies and other bodies we work with include:

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
- LocalKind 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 and 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 provides many stunning locations.

Council manages $2.5 billion of land assets, $3.5 billion of infrastructure assets and $0.1 billion of others 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 to understand investment levels required to ensure our assets meet the needs of our changing community, are well maintained, accessible, safe and operational, and upgraded when needed.

While around 57.5% of Council's income is sourced from rates and annual charges from property ratepayers, our services and infrastructure works are also funded from grants, statutory 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 Narrabeen Lagoon pedestrian and cycle bridge, new surf club buildings, footpaths and many recent cycleways. 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.

4.4 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
- Ongoing economic instability results in further uncertainty in estimating costs and setting prices
- 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 bush fire, flooding, landslip, coastal erosion and storms. As the climate changes, exposure to natural hazards such as heatwaves, heavy rainfall, severe bush fire 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.
- Many projects are funded through grants. It is often not possible to submit grant applications several years in advance, and a subsequent failure to receive grant funding may severely affect the ability of the Council to deliver a project. Grants that are not recurring in nature or secured are not included in the LTFP for this reason.
- Political decisions at the State and Commonwealth level that change policy and legislation that Council operates under could negatively impact on our revenue generating capability, transfer greater service delivery responsibility to Council or result in population growth with insufficient planning and funding.
- A number of State and Federal Government inquiries are underway. The outcomes from these inquiries may lead to changes that impact Council.

Issues

- The most significant financial consideration is the gap that has occurred in recent years between rates income and costs. The new IPART rate peg will not address the historical lag between the rate peg and inflation that caused such a significant gap during recent high inflation periods. IPART suggested councils consider addressing the lag through the Special Rate Variation process.
- This occurred alongside other issues that placed pressure on Council's budget during this period including the COVID-19 pandemic, storms and increases in the Emergency Services Levy. This resulted in the re-prioritisation of many programs and capital expenditure projects to ensure Council had the capacity to respond to these issues. Rebuilding working capital and focusing on reducing the infrastructure renewal backlog are a priority.
- The Asset Management Plans identify infrastructure challenges that will require an additional investment of $15.1 million per year to renew and maintain existing assets along with an additional $10.4 million per year to invest in service uplifts and new assets.

Category	10 yr gap ($m)*
Renewal Gap	$117
Maintenance Gap	$34
Uplift in Service Gap	$67
New Asset Gap	$37
Total unfunded Asset Management Plans	**$255m**

* 10 year gap is expressed in present values (as at 30 June 2023)

- To address these issues and meet growing expectations, 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 ($15.1 million per year) is explored in the alternative scenario in this LTFP.

5. 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 Plans.

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.

6. Current financial position

Council's financial results over the past four financial years largely reflect the impact of COVID-19 pandemic restrictions on operations, the support measures in place for the community and the recovery process. The net cost to Council of the COVID-19 pandemic was $41 million.

Other significant events placing pressure on Council include storms, flooding and bushfire threats. In the past 5 years the Northern Beaches experienced 6 natural disasters at a cost of $14 million, of which $7 million has been recovered to date from the Federal Government Disaster Recovery Funding Arrangements.

In 2023/24 the Emergency Services Levy increased by $3.1 million to $9.3 million, equivalent to a $90 increase per ratepayer. The Council was required to reduce infrastructure spending by $3.1 million per year to fund this cost increase.
High inflation and price volatility, combined with the historical lag in the rate peg, are resulting in a growing divergence between costs and rates income. Inflation increased by 16.8% over the last 3 years – more than double the 7.2% increase in rates income, which is equivalent to an accumulative gap of $18.1 million in rates income.[3]

This reduces Council's capacity to address unfunded elements of the Asset Management Plans.

Key financial and asset management performance ratios are weakening. Income levels are no longer sufficient to fund operating expenses, invest in the ongoing renewal of infrastructure assets required by the Asset Management Plans and provide the necessary working capital to manage unexpected events.

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.

Council's Financial Statements provide a summary of our financial performance and are available on our website.

[3] 3 year period from July 2020 to 30 June 2023

7. Forecasting future budgets

In planning for the financial year 2024/25, 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.

7.1. Revenue forecasts

In determining the likely revenue that will be available to meet the community's long-term objectives, we have considered the following items.

7.1.1 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 cap
- 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 undertaking this assessment of the community's capacity and willingness to pay rates.

Residential properties

In the 2023/24 financial year, there are 96,109 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 Council area, 68% of households were purchasing 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 $3,124 and the median weekly rent was $650[4].

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 area.

Employment status

In September 2023 Northern Beaches had an unemployment rate of 2.3% (3,633 people), lower than the Greater Sydney rate of 3.4%[5].

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.

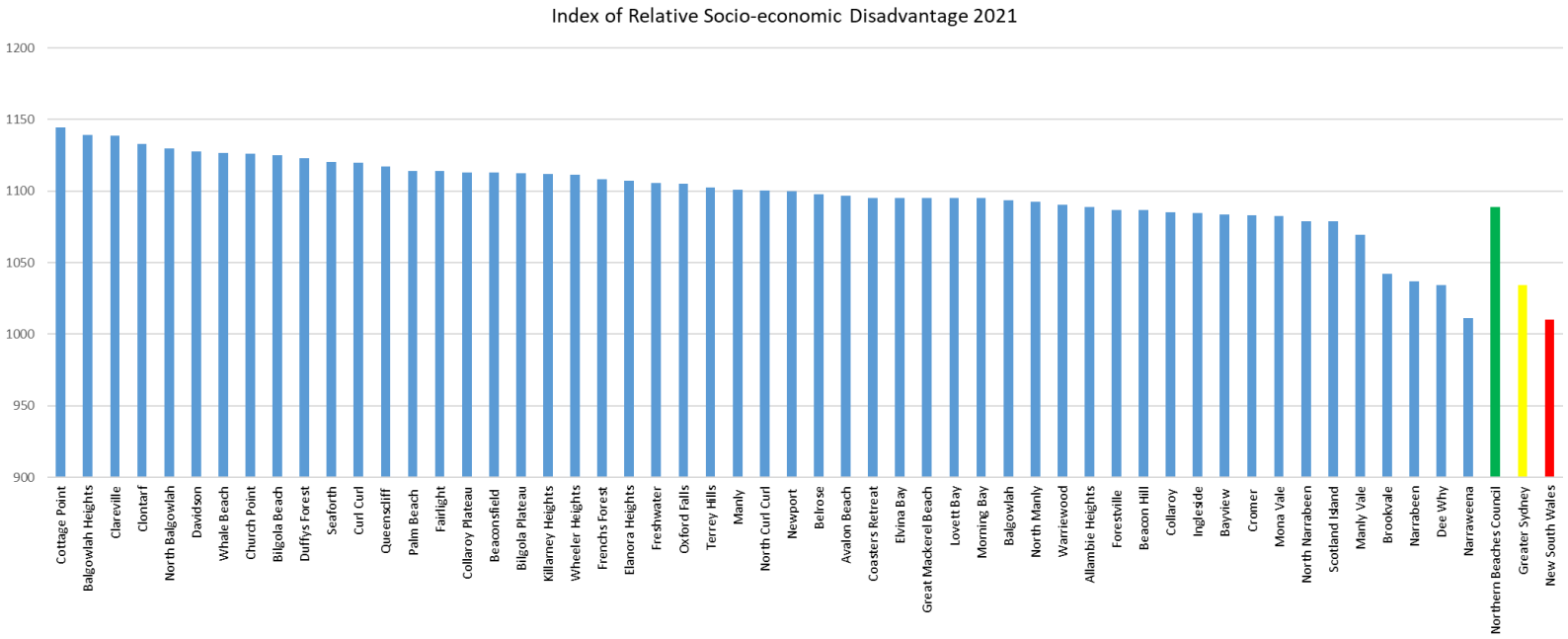
An area with an IRSED of 1,000 is considered average while a lower score indicates that the area is experiencing more disadvantage.

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 area falls below 1,000.

[4] Australian Bureau of Statistics, Census of Population and Housing 2021 https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA15990

[5] Source: Jobs and Skills Australia, Small Area Labour Markets, September quarter 2023 https://www.jobsandskills.gov.au/data/small-area-labour-markets



Source: Australian Bureau of Statistics, Socio-Economic Indexes for Areas (SEIFA), Australia 2021

Outstanding rates and annual charges

On 30 June 2023, 3.57% of rates and annual charges levied remained outstanding which 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.

Concessions 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.

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.

7.1.2 Fees and charges

A number of the services we provide are offered on a user pays basis. In preparing the LTFP, possible future income from fees and charges, including opportunities to reduce reliance on other forms of income, has been considered.

7.1.3 Grants and subsidies

Council receives an annual Financial Assistance Grant allocation from the Commonwealth as well as grants for specific programs. In preparing the LTFP we have assumed we will continue to receive grants of this nature 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.

7.2. Borrowings

External borrowing is proposed in 2024/25 and 2025/26 to part fund infrastructure projects:

External loan	$'000
2024/25 Warriewood Valley Community Centre	10,450
2025/26 Manly Life Saving Club and Warringah Recreation Centre	2,500

Refinancing of an existing loan which has an initial 10-year term will also be undertaken. The residual at maturity of the initial term was based on repayments over a term of 20 years. The refinancing of this loan is consistent with the loan documentation and planning undertaken at its initiation and was endorsed by Council at their meeting on 27 June 2024.

Refinance external loan	$'000
2024/25 Former Manly Council Loan CBA 48	2,400

An internal loan from the Mona Vale Cemetery Internal Cash Reserve was endorsed by Council at their meeting on 27 June 2024 to part fund the Enterprise Resource Planning system replacement. The loan will be repaid to this internally restricted reserve over 10 years with the equivalent interest the funds would have earned over the same period:

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

7.3. 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 are required to reinstate working capital levels.

7.4. 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 Plans identify a level of unfunded works. To deliver the funding needed to progress these projects options will need to be explored with the community.

7.5. Financial modelling

The development process for the LTFP has included financial modelling taking account of different scenarios. This has been presented in the sensitivity analysis.

8. 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:

8.1 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 296,000 people in 2034, at an average of 0.9% per annum, or approximately 2,500 extra persons per year.[6]

Inflation (Consumer Price Index (CPI))

Inflation has been assumed as follows:

Year	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Consumer Price Index (CPI)	**3.2%**	2.5%	2.5%	2.5%	2.4%	2.4%	2.4%	2.4%	2.5%	2.5%

Source: Deloitte Access Economics Business Outlook – September Quarter 2023 – Underlying CPI

[6] Source: .id – March 2024 https://forecast.id.com.au/northern-beaches

8.2 Income assumptions

Rates

Year	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Rate peg - Scenario 1: Delivery Program Model	**4.9%**	3.4%	3.40%	2.80%	2.70%	2.70%	2.70%	2.70%	2.80%	2.80%
Rate peg + SRV - Scenario 2: Alternative Model		3.4% + 10.6%								
Rates and annual charges growth	**0.01%**	0.08%	0.08%	0.08%	0.08%	0.08%	0.08%	0.08%	0.08%	0.08%

2024/25 is based on the IPART's rate peg of 4.9%.

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, which could 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 Plans. It is illustrative only of the revenue implications if Council was to increase its asset maintenance and asset renewal expenditure 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	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Waste charge	**5.6%**	4.9%	0.8%	2.6%	2.4%	2.3%	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	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
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	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Fees and charges – statutory	**CPI**	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI
Fees and charges – Kimbriki & community centres	**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%**	3.00%	3.00%	3.00%	2.90%	2.90%	2.90%	2.90%	3.00%	3.00%

User fees and charges that are controlled by other levels of government under legislation are assumed to increase by CPI. We have also assumed Kimbriki and community centre hire income will increase by CPI. No growth in income from pay and display beach parking and car parks is forecast due to the high elasticity of demand and volatility in this income stream.

Non-statutory charges such as childcare and aquatic centre fees, 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	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
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	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
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 and we have assumed that this will continue (and be paid partially paid in advance).

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	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
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 $7.7 million in contributions in the 2024/25 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	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Return on investment portfolio	**4.65%**	3.55%	3.30%	3.30%	3.30%	3.30%	3.30%	3.30%	3.30%	3.30%

We have used information provided by our Investment Advisors 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	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
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 Plans for the renewal program.

8.3 Expenditure assumptions

Employee Benefits and On Costs

Year	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Industry Award base increase	**3.50%**	3.00%	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	**11.50%**	12.00%	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, which expires on 30 June 2026 provides for an increase of 3.5% in 2024/25 along with an additional award lump sum payment of the greater of $1,000 or 0.5% of each permanent employee's annual salary.

The current Award increase is 3.0% in 2025/26. We have assumed increases will be 2.5% per annum over the remainder of the LTFP.

Other assumptions 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	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Interest rate on loans	**5.80%**	5.80%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%
Tip remediation discount	**3.60%**	3.60%	3.60%	3.60%	3.60%	3.60%	3.60%	3.60%	3.60%	3.60%

Council's borrowing costs over the ten-year period comprise a number of components:

- Interest on loans - 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 are forecast in accordance with the lease documents.
- Tip remediation discount - this relates to the remediation of the waste landfill site at Kimbriki. The discount rate is utilised to adjust the landfill remediation provision each year so that it reflects the present value of the estimated future expenditure to remediate the site.

Materials and Services

Year	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Materials and services	**CPI**	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI
Fuel - Petrol price at pump (cents per litre) (Sept 2023)	**188.99**	188.74	191.92	195.03	197.80	200.20	202.62	205.28	207.82	207.82

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 LTFP 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	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
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.

8.4 Future and ongoing financial challenges, opportunities and efficiency savings

Like many councils in NSW, Council is facing growing pressure to its financial sustainability as increases in income, under the NSW rate peg system, have not reflected the rising costs of labour, materials, contracts, and construction, with Sydney's inflation over the 3 years to 30 June 2023 being more than double the increase in rates income.

Infrastructure investment is informed by the Asset Management Plans 2024-2034. However, there is a growing gap between the costs to maintain assets and services and the funding available to Council. The Plans require an additional investment of $15.1 million per year to maintain and renew existing assets, along with $10.4 million per year to uplift services levels and provide high priority new assets required by the community.

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.

9. Sensitivity analysis

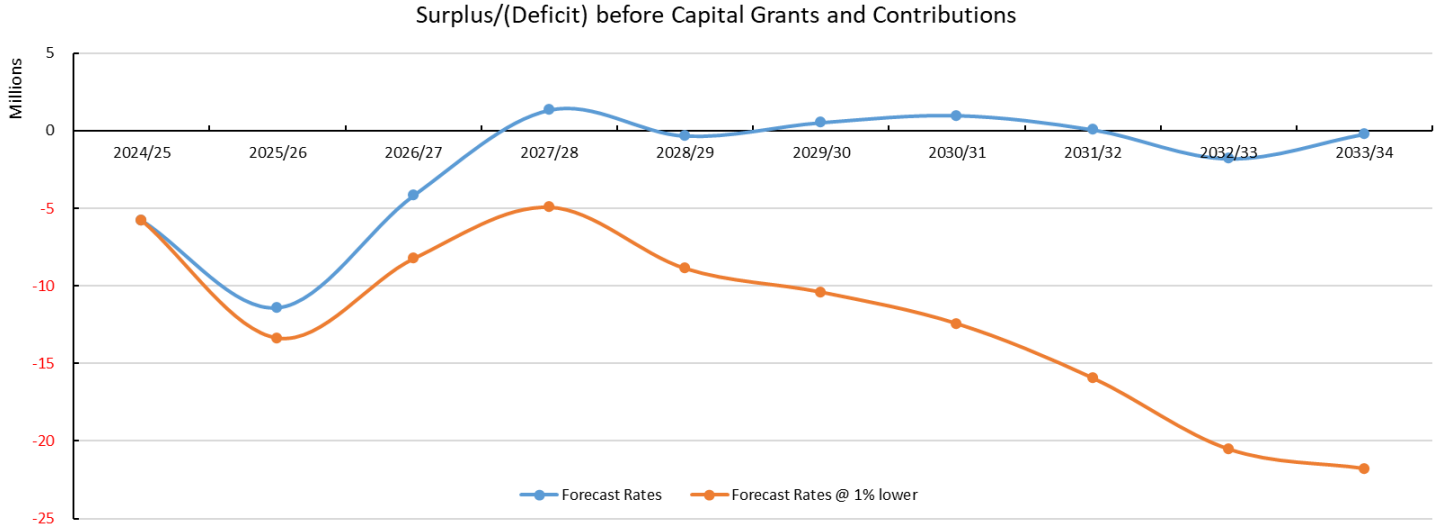
Although the assumptions listed in the previous section are our current informed estimate based on a range of reliable sources, Long-Term Financial Plans are inherently uncertain.

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 to demonstrate the impact on our finances if trends worsen. Modelling analyses 'Scenario 1 - Delivery Program Model', as this is the base case for the Council's 2024/25 budget.

9.1 Rates

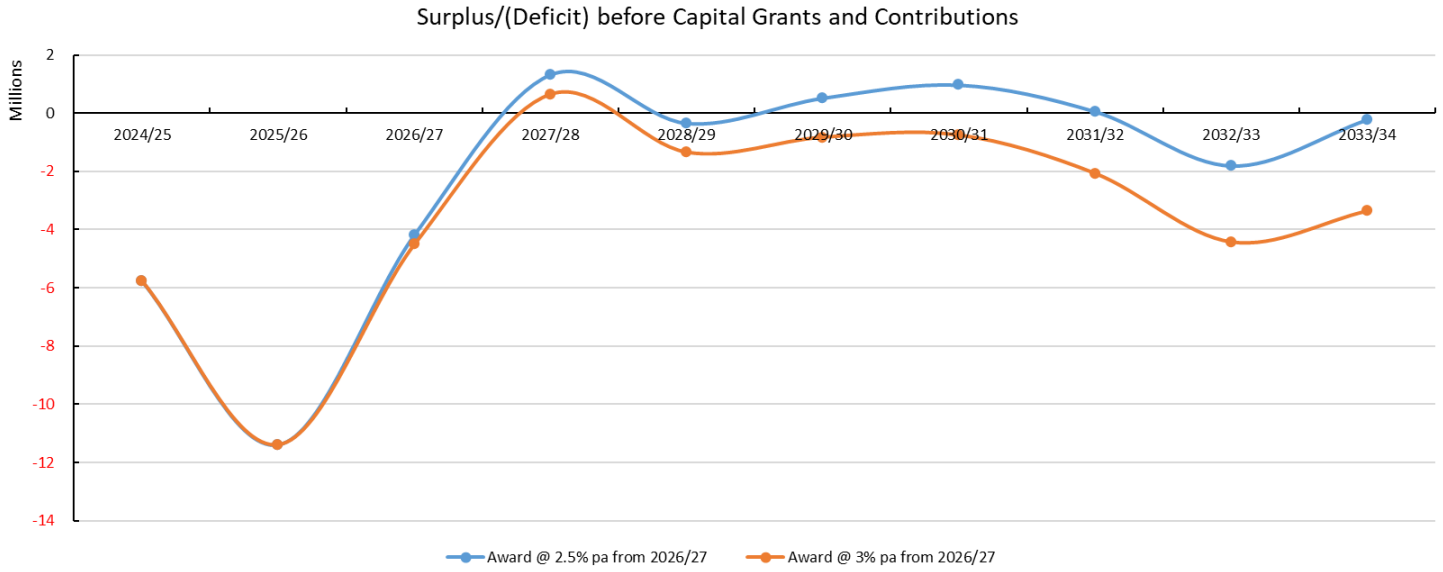
Rates comprise 43% of our total income. Rates are capped by the State Government and we can only increase rates if we apply for a special rate variation through IPART.

If the rate peg is 1.0% pa lower than forecast from year 2 the budget would remain in deficit and this would continue to grow.



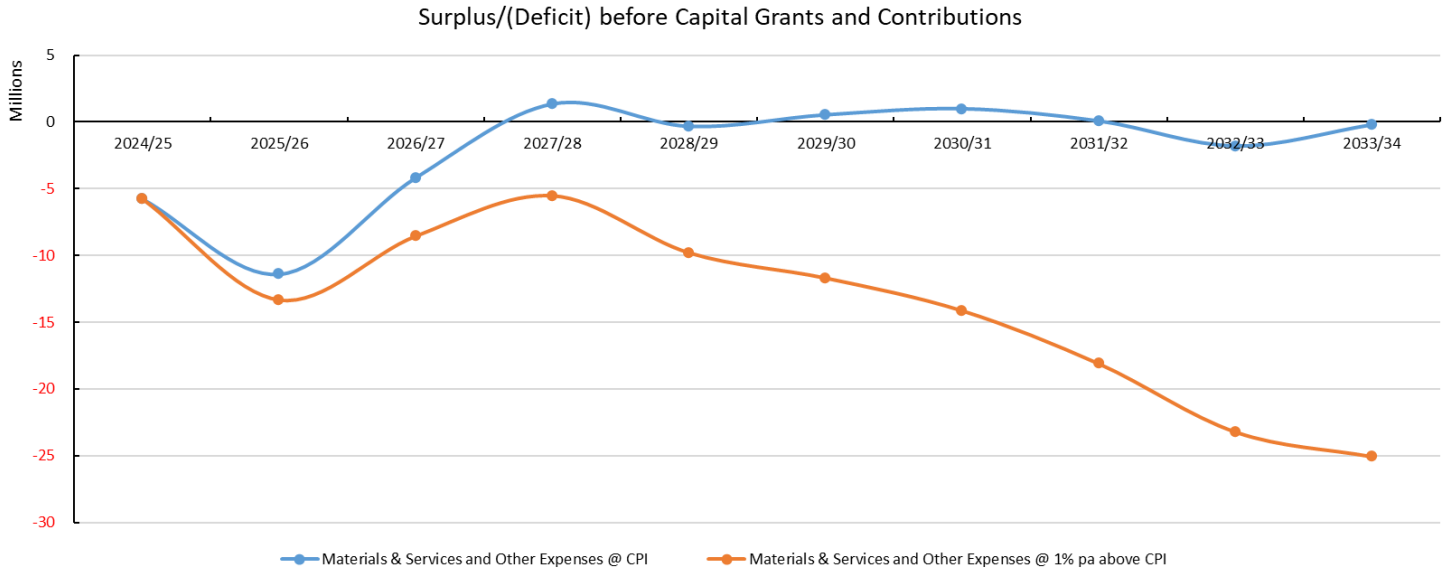
9.2 Employee Costs

Salary growth is largely subject to the NSW Local Government Award. The current Award expires on 30 June 2026 and we have assumed an annual Award increase of 2.5% in 2026/27 and for each year afterwards before step increases. If the future Award increase was 0.5% pa higher the budget remain in deficit for each year of the Long-Term Financial Plan from 2028/29.



9.3 Materials, Services and Other Expenses

Fluctuating market conditions could affect the price of certain materials and services. The chart shows the impact of a 1.0% per annum increase in materials, services and other expenses above the CPI. The budget remains in deficit each year if no corresponding change in income or expenditure is made.



10. Scenario modelling

The Long-Term Financial Plan is a rolling 10-year projection of Council's income and expenditure, assets and liabilities and cashflow. Updates have been made alongside the revision of Council's Delivery Program, Operational Plan and Asset Management Plans. This includes revised assumptions, indexation and financial modelling for two scenarios.

Scenario 1: Delivery Program Model

- This model is consistent with the draft Delivery Program 2024-2028, with rates increases based on the rate peg in each year.
- Income levels are not sufficient to fund operating expenses, invest in the ongoing renewal of infrastructure assets and provide the necessary working capital to manage unexpected events. Performance benchmarks are weakening or not met, especially regarding asset management and operating performance.
- This is not sustainable and without the intervention explored in Scenario 2 will continue to reduce services to the community.

Scenario 2: Alternative Model

- This model addresses the maintenance and renewal funding gap for existing assets outlined in the Asset Management Plans, which is $15.1 million per annum as at 30 June 2023.
- Infrastructure expenditure is increased and working capital is strengthened to provide the capacity to respond to unexpected events. This produces a stronger operating result and asset management ratios.
- To provide funding for this model, rates income increases $20 million from the 2025/26 financial year (which is retained in future years).
- It is important to note this scenario does not provide additional funding for the $10.4 million per annum funding gap associated with new assets and service uplifts proposed in the Asset Management Plans. Nor does it cover aspirational projects and programs and natural risk reduction measures which could add a further $16.5 million per annum in costs.

10.1 Scenario 1: Delivery Program Model

Scenario 1: Delivery Program Model

Income statement

	Result 2021/22 $ '000	Result 2022/23 $ '000	Forecast 2023/24 $ '000	Budget 2024/25 $ '000	Year 2 2025/26 $ '000	Year 3 2026/27 $ '000	Year 4 2027/28 $ '000	Year 5 2028/29 $ '000	Year 6 2029/30 $ '000	Year 7 2030/31 $ '000	Year 8 2031/32 $ '000	Year 9 2032/33 $ '000	Year 10 2033/34 $ '000
Income from continuing operations													
Rates and annual charges	225,941	234,424	246,515	259,094	269,104	277,012	285,004	292,856	300,885	309,099	317,613	326,664	335,929
User charges and fees	79,722	91,876	97,807	101,855	104,159	106,420	108,943	111,312	113,875	116,506	119,208	122,047	125,005
Other revenues	22,343	20,086	19,184	20,684	20,986	21,301	21,623	21,940	22,264	22,597	22,937	23,300	23,673
Grants and contributions provided for operating purposes	27,165	31,496	25,785	21,740	20,190	19,631	20,894	20,052	21,426	21,046	22,444	22,111	23,557
Grants and contributions provided for capital purposes	43,952	33,917	29,923	31,783	22,598	12,775	10,969	10,303	9,776	10,847	11,070	11,299	11,534
Interest and investment revenue	1,238	7,085	9,996	8,411	4,368	4,072	4,114	4,383	4,187	4,364	4,518	4,614	4,711
Other Income	6,736	6,392	6,445	6,785	6,949	7,123	7,301	7,476	7,656	7,839	8,027	8,228	8,434
Net gain from the disposal of assets	960	167	402	392	595	622	433	420	351	467	734	524	590
Total income from continuing operations	**408,057**	**425,443**	**436,057**	**450,744**	**448,949**	**448,956**	**459,280**	**468,743**	**480,420**	**492,765**	**506,552**	**518,788**	**533,431**
Expenses from continuing operations													
Employee benefits and on-costs	134,560	146,153	158,161	170,968	176,187	180,105	183,969	189,711	195,632	201,738	208,035	214,530	221,227
Materials and services	142,766	157,273	170,923	177,082	182,706	178,534	180,792	185,331	189,314	192,583	198,750	204,131	208,963
Borrowing costs	2,624	2,738	2,656	2,436	2,942	2,879	2,955	2,579	2,533	2,527	2,288	2,240	1,996
Depreciation, amortisation and impairment for non-financial assets	45,508	46,821	49,374	52,149	53,854	56,235	56,099	57,439	58,353	59,224	60,881	62,285	63,161
Other expenses	20,969	20,765	22,927	22,100	22,052	22,604	23,169	23,725	24,294	24,877	25,474	26,111	26,764
Net loss from the disposal of assets	-	-	-	-	-	-	-	-	-	-	-	-	-
Total expenses from continuing operations	**346,427**	**373,750**	**404,041**	**424,735**	**437,742**	**440,357**	**446,984**	**458,784**	**470,125**	**480,949**	**495,428**	**509,296**	**522,110**
Operating result - Surplus / (Deficit)	**61,630**	**51,693**	**32,016**	**26,008**	**11,207**	**8,599**	**12,296**	**9,958**	**10,295**	**11,816**	**11,124**	**9,492**	**11,320**
Operating result before grants and contributions provided for capital purposes	**17,678**	**17,776**	**2,093**	**(5,775)**	**(11,390)**	**(4,176)**	**1,328**	**(345)**	**519**	**970**	**54**	**(1,807)**	**(213)**

Scenario 1: Delivery Program Model

Balance sheet

	Result 2021/22 $ '000	Result 2022/23 $ '000	Forecast 2023/24 $ '000	Budget 2024/25 $ '000	Year 2 2025/26 $ '000	Year 3 2026/27 $ '000	Year 4 2027/28 $ '000	Year 5 2028/29 $ '000	Year 6 2029/30 $ '000	Year 7 2030/31 $ '000	Year 8 2031/32 $ '000	Year 9 2032/33 $ '000	Year 10 2033/34 $ '000
ASSETS													
Current assets													
Cash and cash equivalents	6,697	6,605	10,314	10,569	10,823	11,038	11,578	11,806	12,186	12,347	12,569	13,072	13,228
Investments	150,625	175,623	150,922	128,060	108,753	107,495	108,336	116,050	109,650	114,550	118,750	121,150	123,550
Receivables	24,791	20,844	18,693	19,301	19,709	20,167	20,592	21,028	21,446	21,899	22,363	22,853	23,356
Inventories	397	372	372	384	394	403	413	423	434	444	455	466	478
Prepayments	2,975	3,364	3,364	3,472	3,558	3,647	3,739	3,828	3,920	4,014	4,111	4,213	4,319
Total current assets	**185,485**	**206,808**	**183,665**	**161,786**	**143,236**	**142,750**	**144,658**	**153,135**	**147,636**	**153,254**	**158,248**	**161,754**	**164,930**
Non-Current Assets													
Investments	760	678	678	540	397	255	113	-	-	-	-	-	-
Receivables	1,007	1,012	1,012	1,062	1,098	1,135	1,167	1,198	1,231	1,264	1,298	1,334	1,372
Infrastructure, property, plant and equipment	5,218,499	5,413,807	5,548,592	5,712,532	5,838,572	5,948,774	6,058,210	6,164,407	6,289,172	6,402,945	6,525,088	6,650,010	6,783,909
Investment property	6,155	6,320	6,320	6,485	6,650	6,815	6,980	7,145	7,310	7,475	7,640	7,805	7,970
Right of use assets	9,110	7,811	6,470	5,209	3,947	2,686	1,424	163	108	54	-	-	-
Total non-current assets	**5,235,531**	**5,429,628**	**5,563,072**	**5,725,827**	**5,850,664**	**5,959,664**	**6,067,894**	**6,172,913**	**6,297,821**	**6,411,738**	**6,534,026**	**6,659,149**	**6,793,251**
Total assets	**5,421,016**	**5,636,436**	**5,746,737**	**5,887,613**	**5,993,900**	**6,102,415**	**6,212,553**	**6,326,048**	**6,445,457**	**6,564,993**	**6,692,274**	**6,820,903**	**6,958,181**

Scenario 1: Delivery Program Model

Balance sheet (continued)

	Result 2021/22 $ '000	Result 2022/23 $ '000	Forecast 2023/24 $ '000	Budget 2024/25 $ '000	Year 2 2025/26 $ '000	Year 3 2026/27 $ '000	Year 4 2027/28 $ '000	Year 5 2028/29 $ '000	Year 6 2029/30 $ '000	Year 7 2030/31 $ '000	Year 8 2031/32 $ '000	Year 9 2032/33 $ '000	Year 10 2033/34 $ '000
LIABILITIES													
Current liabilities													
Payables	45,393	47,806	47,910	48,897	49,545	50,290	51,042	51,791	52,560	53,350	54,160	55,016	55,895
Contract Liabilities	24,206	27,619	11,027	3,592	3,652	3,750	3,863	3,976	4,092	4,211	4,334	4,465	4,599
Lease Liabilities	1,238	1,241	1,269	1,307	1,347	1,388	1,430	63	66	70	-	-	-
Borrowings	4,770	3,340	2,098	2,596	1,594	1,883	1,990	1,732	1,821	1,914	2,480	1,766	1,851
Employee benefit provisions	35,553	34,754	34,754	36,799	37,758	38,930	40,139	41,386	42,672	43,998	45,365	46,775	48,229
Provisions	759	1,060	1,060	1,123	1,321	7,892	1,273	1,312	6,171	1,430	6,306	4,654	1,618
Total current liabilities	**111,919**	**115,820**	**98,117**	**94,314**	**95,217**	**104,134**	**99,738**	**100,261**	**107,382**	**104,973**	**112,646**	**112,676**	**112,193**
Non-current liabilities													
Payables	150	100	50	-	-	-	-	-	-	-	-	-	-
Contract Liabilities	7,466	8,239	10,736	8,738	7,140	7,049	6,958	6,867	6,776	6,685	6,595	6,504	6,413
Lease Liabilities	8,237	6,996	5,673	4,365	3,018	1,630	200	137	70	-	-	-	-
Borrowings	12,538	9,185	7,280	15,134	16,040	14,157	12,167	10,435	8,614	6,700	4,219	2,453	602
Employee benefit provisions	761	1,843	1,843	1,952	2,003	2,066	2,131	2,197	2,266	2,337	2,410	2,485	2,563
Provisions	43,404	45,094	40,465	42,452	44,241	39,607	41,719	43,609	40,769	42,803	39,868	38,718	40,509
Total non-current liabilities	**72,556**	**71,457**	**66,046**	**72,640**	**72,442**	**64,509**	**63,174**	**63,245**	**58,495**	**58,525**	**53,092**	**50,160**	**50,087**
Total liabilities	**184,475**	**187,277**	**164,163**	**166,954**	**167,659**	**168,643**	**162,912**	**163,505**	**165,877**	**163,497**	**165,737**	**162,836**	**162,279**
Net assets	**5,236,541**	**5,449,159**	**5,582,573**	**5,720,659**	**5,826,242**	**5,933,772**	**6,049,641**	**6,162,543**	**6,279,580**	**6,401,495**	**6,526,536**	**6,658,067**	**6,795,902**
EQUITY													
Accumulated Surplus	4,928,924	4,980,559	4,972,878	4,995,172	5,006,070	5,015,521	5,030,240	5,043,069	5,057,129	5,073,053	5,088,980	5,103,491	5,120,780
IPP&E Revaluation Surplus	307,617	468,600	609,695	725,487	820,172	918,250	1,019,400	1,119,474	1,222,450	1,328,442	1,437,556	1,554,577	1,675,122
Total equity	**5,236,541**	**5,449,159**	**5,582,573**	**5,720,659**	**5,826,242**	**5,933,772**	**6,049,641**	**6,162,543**	**6,279,580**	**6,401,495**	**6,526,536**	**6,658,067**	**6,795,902**

Scenario 1: Delivery Program Model
Cashflow statement

	Result 2021/22 $ '000	Result 2022/23 $ '000	Forecast 2023/24 $ '000	Budget 2024/25 $ '000	Year 2 2025/26 $ '000	Year 3 2026/27 $ '000	Year 4 2027/28 $ '000	Year 5 2028/29 $ '000	Year 6 2029/30 $ '000	Year 7 2030/31 $ '000	Year 8 2031/32 $ '000	Year 9 2032/33 $ '000	Year 10 2033/34 $ '000
Cash flows from operating activities													
Receipts:													
Rates and annual charges	226,388	234,281	246,410	258,591	268,830	276,728	284,763	292,616	300,639	308,846	317,354	326,388	335,645
User charges and fees	84,398	96,268	102,988	107,755	110,290	112,682	115,353	117,865	120,578	123,363	126,224	129,224	132,355
Interest received	1,182	4,873	9,935	8,401	4,366	4,033	4,077	4,333	4,164	4,317	4,472	4,569	4,664
Grants and contributions	56,687	76,799	56,586	44,446	41,576	32,633	32,095	30,574	31,428	32,127	33,764	33,660	35,357
Bonds, deposits and retentions received	7,098	7,741	9,912	7,742	7,742	7,742	7,742	7,742	7,742	7,742	7,742	7,742	7,742
Other	45,656	41,346	41,795	45,186	44,617	43,027	43,764	43,810	46,056	45,810	47,040	47,796	49,061
Payments:													
Payments to employees	(137,235)	(145,037)	(157,774)	(168,477)	(175,018)	(178,676)	(182,495)	(188,191)	(194,065)	(200,123)	(206,369)	(212,811)	(219,455)
Payments for materials and services	(158,507)	(176,928)	(188,643)	(204,599)	(206,018)	(198,794)	(206,400)	(203,512)	(209,698)	(216,833)	(218,388)	(228,776)	(231,828)
Borrowing costs	(1,142)	(1,064)	(1,016)	(664)	(1,084)	(932)	(923)	(771)	(640)	(545)	(446)	(313)	(213)
Bonds, deposits and retentions refunded	(5,466)	(5,571)	(5,571)	(7,742)	(7,742)	(7,742)	(7,742)	(7,742)	(7,742)	(7,742)	(7,742)	(7,742)	(7,742)
Other	(28,886)	(22,019)	(20,351)	(21,705)	(21,876)	(22,347)	(22,905)	(23,462)	(24,024)	(24,599)	(25,188)	(25,807)	(26,451)
Net Cash flows from operating activities	**90,173**	**110,689**	**94,271**	**68,935**	**65,682**	**68,354**	**67,330**	**73,261**	**74,438**	**72,363**	**78,464**	**73,928**	**79,134**

Scenario 1: Delivery Program Model
Cashflow statement (continued)

	Result 2021/22 $ '000	Result 2022/23 $ '000	Forecast 2023/24 $ '000	Budget 2024/25 $ '000	Year 2 2025/26 $ '000	Year 3 2026/27 $ '000	Year 4 2027/28 $ '000	Year 5 2028/29 $ '000	Year 6 2029/30 $ '000	Year 7 2030/31 $ '000	Year 8 2031/32 $ '000	Year 9 2032/33 $ '000	Year 10 2033/34 $ '000
Cash flows from investing activities													
Receipts:													
Sale of investments	338,038	272,227	319,159	323,300	319,100	301,000	306,000	295,700	306,600	298,600	302,300	302,800	303,000
Proceeds from sale of PPE	3,734	2,167	2,732	2,183	2,778	2,847	3,238	2,900	2,177	2,857	4,138	2,902	3,095
Payments:													
Purchase of investment securities	(352,829)	(297,123)	(319,427)	(300,300)	(299,650)	(299,600)	(306,700)	(303,300)	(300,200)	(303,500)	(306,500)	(305,200)	(305,400)
Payments for PPE	(76,755)	(81,973)	(88,528)	(100,822)	(86,126)	(69,316)	(65,924)	(64,776)	(80,701)	(68,129)	(76,048)	(71,298)	(77,754)
Net Cash flows from investing activities	**(87,812)**	**(104,702)**	**(86,064)**	**(75,639)**	**(63,898)**	**(65,069)**	**(63,386)**	**(69,476)**	**(72,124)**	**(70,172)**	**(76,110)**	**(70,796)**	**(77,058)**
Cash flows from financing activities													
Receipts:													
Proceeds from borrowings	-	-	-	10,450	2,500	-	-	-	-	-	-	-	-
Payments:													
Repayment of borrowings	(5,018)	(4,783)	(3,147)	(2,098)	(2,596)	(1,594)	(1,883)	(1,990)	(1,732)	(1,821)	(1,914)	(2,480)	(1,766)
Lease liabilities (principal repayments)	(1,269)	(1,238)	(1,231)	(1,269)	(1,307)	(1,347)	(1,388)	(1,430)	(63)	(66)	(70)	-	-
Dividends paid to minority interest	(38)	(58)	(120)	(124)	(127)	(130)	(133)	(136)	(140)	(143)	(146)	(150)	(154)
Net Cash flows from financing activities	**(6,325)**	**(6,079)**	**(4,498)**	**6,960**	**(1,530)**	**(3,071)**	**(3,404)**	**(3,557)**	**(1,935)**	**(2,030)**	**(2,131)**	**(2,630)**	**(1,920)**
Net change in cash and cash equivalents	**(3,964)**	**(92)**	**3,709**	**256**	**254**	**215**	**540**	**228**	**379**	**161**	**223**	**502**	**156**
Cash and cash equivalents at beginning of year	10,661	6,697	6,605	10,314	10,569	10,823	11,038	11,578	11,806	12,186	12,347	12,569	13,072
Cash and cash equivalents at end of year	**6,697**	**6,605**	**10,314**	**10,569**	**10,823**	**11,038**	**11,578**	**11,806**	**12,186**	**12,347**	**12,569**	**13,072**	**13,228**
Investments at year end	140,541	151,332	151,600	128,600	109,150	107,750	108,450	116,050	109,650	114,550	118,750	121,150	123,550
Cash, cash equivalents and investments at end of year	***147,238***	***157,937***	***161,914***	***139,169***	***119,973***	***118,788***	***120,028***	***127,856***	***121,836***	***126,896***	***131,319***	***134,221***	***136,778***
Net change in cash, cash equivalents and investments		***10,699***	***3,977***	***(22,744)***	***(19,196)***	***(1,185)***	***1,240***	***7,828***	***(6,021)***	***5,061***	***4,423***	***2,902***	***2,556***

Scenario 1: Delivery Program Model

Cash and investments statement

	Result 2021/22 $ '000	Result 2022/23 $ '000	Forecast 2023/24 $ '000	Budget 2024/25 $ '000	Year 2 2025/26 $ '000	Year 3 2026/27 $ '000	Year 4 2027/28 $ '000	Year 5 2028/29 $ '000	Year 6 2029/30 $ '000	Year 7 2030/31 $ '000	Year 8 2031/32 $ '000	Year 9 2032/33 $ '000	Year 10 2033/34 $ '000
Total Cash and Investments	**147,238**	**157,937**	**161,914**	**139,169**	**119,973**	**118,788**	**120,028**	**127,856**	**121,836**	**126,896**	**131,319**	**134,221**	**136,778**
Represented by:													
Externally restricted													
Developer Contributions	36,457	43,446	37,105	25,953	15,720	15,971	16,948	18,250	16,531	16,224	15,264	15,152	10,638
Unexpended Grants - not tied to liability	566	597	-	-	-	-	-	-	-	-	-	-	-
Domestic Waste Management	3,401	7,626	9,443	10,943	12,383	13,521	15,663	18,040	6,626	9,499	12,645	16,126	19,803
Other externally restricted reserves	722	618	987	1,061	1,197	181	278	381	490	605	196	324	459
Total Externally restricted	**41,146**	**52,286**	**47,536**	**37,957**	**29,300**	**29,673**	**32,889**	**36,671**	**23,646**	**26,328**	**28,105**	**31,602**	**30,901**
Internally restricted													
Deposits, Retentions & Bonds	15,380	17,550	17,550	17,550	17,550	17,550	17,550	17,550	17,550	17,550	17,550	17,550	17,550
Employee Leave Entitlement	7,026	7,111	7,111	7,362	7,619	7,883	8,153	8,430	8,714	9,005	9,303	9,608	9,922
Kimbriki Landfill Remediation	13,597	15,418	17,898	20,245	22,526	24,705	20,466	22,785	25,225	22,975	25,478	23,280	22,755
Unexpended Grants - tied to liability	28,600	31,960	18,865	9,422	7,990	8,058	8,132	8,212	8,297	8,388	8,485	8,588	8,698
Other	15,582	18,794	15,992	12,929	10,590	9,174	9,776	10,573	12,104	12,759	9,536	9,730	9,380
Total Internally restricted	**80,184**	**90,833**	**77,416**	**67,508**	**66,274**	**67,370**	**64,077**	**67,550**	**71,890**	**70,676**	**70,352**	**68,756**	**68,304**
Total restricted cash	**121,330**	**143,119**	**124,951**	**105,464**	**95,574**	**97,043**	**96,967**	**104,220**	**95,537**	**97,004**	**98,457**	**100,359**	**99,205**
Total unrestricted cash	**25,908**	**14,818**	**36,963**	**33,705**	**24,399**	**21,745**	**23,061**	**23,636**	**26,299**	**29,893**	**32,862**	**33,863**	**37,573**

Scenario 1: Delivery Program Model

Capital budget statement

	Result 2021/22 $ '000	Result 2022/23 $ '000	Forecast 2023/24 $ '000	Budget 2024/25 $ '000	Year 2 2025/26 $ '000	Year 3 2026/27 $ '000	Year 4 2027/28 $ '000	Year 5 2028/29 $ '000	Year 6 2029/30 $ '000	Year 7 2030/31 $ '000	Year 8 2031/32 $ '000	Year 9 2032/33 $ '000	Year 10 2033/34 $ '000
Capital Funding													
Working Capital	7,785	16,118	6,127	3,948	538	2,544	2,550	1,557	1,564	1,571	1,578	1,397	1,400
Depreciation	22,098	32,322	34,343	33,042	40,135	41,990	43,154	44,545	45,272	45,470	46,727	47,917	48,950
Capital grants and contributions													
Grants and contributions	29,262	20,265	20,843	24,115	15,400	3,548	3,913	1,913	1,913	1,913	1,913	1,913	1,913
Externally restricted reserves													
- Developer contributions	8,038	8,088	17,222	19,821	15,950	9,219	6,503	7,529	10,028	9,636	10,490	9,848	14,413
- Domestic Waste	-	-	-	-	-	-	-	-	14,048	-	-	-	-
- Other	1,797	2,347	1,667	2,055	2,009	3,156	2,037	2,024	2,012	2,000	2,518	1,976	1,964
Internally restricted reserves													
- Merger savings fund	1,893	343	353	538	343	-	-	-	-	-	-	-	-
- Borrowings	-	-	-	9,935	3,015	-	-	-	-	-	-	-	-
- Other	4,005	1,260	5,242	5,184	5,958	6,012	4,529	4,307	3,688	4,682	8,684	5,345	6,020
Income from sale of assets													
- Plant and equipment	1,995	2,112	2,732	2,183	2,778	2,847	3,238	2,900	2,177	2,857	4,138	2,902	3,095
Total funding	**76,872**	**82,856**	**88,528**	**100,822**	**86,126**	**69,316**	**65,924**	**64,776**	**80,701**	**68,129**	**76,048**	**71,298**	**77,754**
Capital Expenditure													
Buildings	21,091	15,413	10,373	27,024	14,839	8,656	8,994	9,922	10,158	10,699	10,964	11,238	11,519
Community Land	-	838	-	-	-	-	-	-	-	-	-	-	-
Furniture & Fittings	730	74	72	169	36	36	36	36	36	36	36	36	36
Land Improvements	-	-	5,828	3,371	2,917	2,940	2,964	1,988	2,014	2,039	2,066	2,095	2,123
Library Books	868	685	718	799	752	771	790	809	829	849	870	892	914
Office Equipment	1,995	2,904	3,161	2,210	2,608	2,500	2,563	2,624	2,687	2,752	2,821	2,891	2,963
Open Space / Recreational	9,387	10,501	19,720	11,779	15,100	9,400	8,492	7,447	10,008	10,349	11,755	8,547	10,041
Other Assets	696	163	391	439	343	-	-	-	-	-	-	-	-
Other Structures	3,419	2,302	2,791	6,532	5,267	3,598	3,941	959	977	995	1,014	1,035	1,057
Plant & Equipment	3,545	3,275	7,955	6,951	8,809	8,956	7,809	7,601	20,118	7,478	12,943	8,401	9,105
Road, Bridges & Footpaths	26,574	24,323	27,916	30,146	25,618	21,689	19,572	21,264	21,556	21,135	21,200	23,346	26,780
Stormwater Drainage	5,505	8,485	8,428	10,122	9,047	9,360	9,532	10,452	10,627	10,856	10,649	11,046	11,399
Swimming Pools	345	1,109	1,175	1,280	791	1,410	1,232	1,675	1,693	941	1,730	1,772	1,817
Other Kimbriki Assets	2,718	12,785	-	-	-	-	-	-	-	-	-	-	-
Total expenditure	**76,872**	**82,856**	**88,528**	**100,822**	**86,126**	**69,316**	**65,924**	**64,776**	**80,701**	**68,129**	**76,048**	**71,298**	**77,754**

Scenario 1: Delivery Program Model

Statement of borrowings

The Long-Term Financial Plan recognises debt as an important source of funds for large capital projects.

New borrowings are anticipated over the 10 year period of the Long-Term Financial Plan to fund major infrastructure projects. Spreading these costs over a number of years facilitates inter-generational equity and smooths out long term expenditure peaks and troughs, where financially sustainable.

Proposed new borrowings

Financial year	Loan amount	Proposed term	Repayment funding source	Purpose of loan
2024/25 (Year 1)	$10,450,000	10 years	The funding currently utilised to repay existing loans is sufficient to fund the repayment schedule for this loan as several existing loans are coming to the end of their term.	To assist with the construction of the Warriewood Community Centre.
2025/26 (Year 2)	$2,500,000	10 years		To assist with the construction of Manly Lifesaving Club and Warringah Recreation Centre.

Loans are proposed to be sourced from authorised financial institutions licensed by the Australian Prudential Regulatory Authority (APRA) to carry on banking business (Authorised Deposit Taking Institutions or NSW Treasury Corporation) and secured over rates income.

Scenario 1: Delivery Program Model
Statement of performance measures

	OLG Benchmark	Result 2021/22	Result 2022/23	Forecast 2023/24	Budget 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4 2027/28	Year 5 2028/29	Year 6 2029/30	Year 7 2030/31	Year 8 2031/32	Year 9 2032/33	Year 10 2033/34
Budget Performance														
Operating Performance Ratio *measures the extent to which a council has succeeded in containing operating expenditure within operating revenue.*	> 0%	4.5%	4.5%	0.4%	(1.5%)	(2.8%)	(1.1%)	0.2%	(0.1%)	0.1%	0.1%	(0.1%)	(0.4%)	(0.1%)
Own Source Operating Revenue Ratio *measures fiscal flexibility. It is the degree of reliance on external funding sources.*	> 60%	82.5%	84.6%	87.2%	88.1%	90.5%	92.8%	93.1%	93.5%	93.5%	93.5%	93.4%	93.6%	93.4%
Operational Liquidity														
Unrestricted Current Ratio *represents a council's ability to meet short-term obligations as they fall due.*	> 1.5x	1.90x	1.92x	2.20x	2.19x	2.00x	1.74x	1.87x	1.96x	1.89x	2.03x	1.88x	1.91x	2.01x
Rates, Annual Charges, Interest & Extra Charges Outstanding Percentage *expressed as a percentage of total rates and charges available for collection in the financial year.*	< 5%	3.6%	3.6%	3.5%	3.5%	3.4%	3.5%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%
Cash Expense Cover Ratio *liquidity ratio indicates the number of months a council can continue paying for its immediate expenses without additional cash inflow.*	> 3mths	5.6mths	6.1mths	5.2mths	4.1mths	3.5mths	3.5mths	3.4mths	3.6mths	3.4mths	3.4mths	3.4mths	3.4mths	3.4mths
Liability and Debt Management														
Debt Service Cover Ratio *measures the availability of operating cash to service loan repayments.*	> 2x	7.3x	7.7x	9.3x	10.8x	8.2x	12.3x	12.5x	13.1x	14.4x	14.4x	15.0x	13.3x	17.3x

Scenario 1: Delivery Program Model
Statement of performance measures (continued)

	OLG Benchmark	Result 2021/22	Result 2022/23	Forecast 2023/24	Budget 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4 2027/28	Year 5 2028/29	Year 6 2029/30	Year 7 2030/31	Year 8 2031/32	Year 9 2032/33	Year 10 2033/34
Asset Management														
Building and Infrastructure Renewals Ratio *assesses the rate at which these assets are being renewed against the rate at which they are depreciating.*	> 100%	112.7% ✓	130.8% ✓	107.4% ✓	99.6% ✗	96.1% ✗	94.6% ✗	93.1% ✗	94.5% ✗	93.6% ✗	91.7% ✗	92.0% ✗	90.4% ✗	89.8% ✗
Infrastructure Backlog Ratio *ratio shows what proportion the infrastructure backlog is against the total net carrying amount of a council's infrastructure.*	< 2%	1.53% ✓	1.49% ✓	1.63% ✓	1.62% ✓	1.64% ✓	1.66% ✓	1.68% ✓	1.71% ✓	1.73% ✓	1.75% ✓	1.77% ✓	1.79% ✓	1.80% ✓
Asset Maintenance Ratio *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.*	> 100%	100.6% ✓	109.7% ✓	99.6% ✗	92.5% ✗	92.6% ✗	92.6% ✗	92.6% ✗	92.6% ✗	92.6% ✗	92.7% ✗	92.7% ✗	92.7% ✗	92.7% ✗
Cost to bring assets to agreed service level *ratio shows what proportion the infrastructure backlog is against the total gross replacement cost of a council's infrastructure.*		1.26% ✓	1.22% ✓	1.34% ✓	1.35% ✓	1.36% ✓	1.38% ✓	1.40% ✓	1.43% ✓	1.45% ✓	1.47% ✓	1.49% ✓	1.50% ✓	1.51% ✓

10.2 Scenario 2: Alternative Model

Scenario 2: Alternative Model
Income statement

	Result 2021/22 $ '000	Result 2022/23 $ '000	Forecast 2023/24 $ '000	Budget 2024/25 $ '000	Year 2 2025/26 $ '000	Year 3 2026/27 $ '000	Year 4 2027/28 $ '000	Year 5 2028/29 $ '000	Year 6 2029/30 $ '000	Year 7 2030/31 $ '000	Year 8 2031/32 $ '000	Year 9 2032/33 $ '000	Year 10 2033/34 $ '000
Income from continuing operations													
Rates and annual charges	225,941	234,424	246,515	259,094	289,966	298,598	307,210	315,676	324,337	333,200	342,382	352,144	362,139
User charges and fees	79,722	91,876	97,807	101,855	104,159	106,420	108,943	111,312	113,875	116,506	119,208	122,047	125,005
Other revenues	22,343	20,086	19,184	20,684	20,989	21,304	21,626	21,943	22,268	22,600	22,941	23,304	23,676
Grants and contributions provided for operating purposes	27,165	31,496	25,785	21,740	20,190	19,631	20,894	20,052	21,426	21,046	22,444	22,111	23,557
Grants and contributions provided for capital purposes	43,952	33,917	29,923	31,783	22,598	12,775	10,969	10,303	9,776	10,847	11,070	11,299	11,534
Interest and investment revenue	1,238	7,085	9,996	8,411	4,420	4,125	4,169	4,440	4,245	4,424	4,580	4,678	4,776
Other Income	6,736	6,392	6,445	6,785	6,949	7,123	7,301	7,476	7,656	7,839	8,027	8,228	8,434
Net gain from the disposal of assets	960	167	402	392	595	622	433	420	351	467	734	524	590
Total income from continuing operations	**408,057**	**425,443**	**436,057**	**450,744**	**469,866**	**470,598**	**481,544**	**491,623**	**503,934**	**516,930**	**531,386**	**544,334**	**559,710**
Expenses from continuing operations													
Employee benefits and on-costs	134,560	146,153	158,161	170,968	176,187	180,105	183,969	189,711	195,632	201,738	208,035	214,530	221,227
Materials and services	142,766	157,273	170,923	177,082	188,505	184,479	186,886	191,571	195,705	199,128	205,453	211,002	216,007
Borrowing costs	2,624	2,738	2,656	2,436	2,942	2,879	2,955	2,579	2,533	2,527	2,288	2,240	1,996
Depreciation, amortisation and impairment for non-financial assets	45,508	46,821	49,374	52,149	54,983	57,437	57,377	58,796	59,792	60,748	62,494	63,992	64,966
Other expenses	20,969	20,765	22,927	22,100	22,052	22,604	23,169	23,725	24,294	24,877	25,474	26,111	26,764
Net loss from the disposal of assets	-	-	-	-	-	-	-	-	-	-	-	-	-
Total expenses from continuing operations	**346,427**	**373,750**	**404,041**	**424,735**	**444,669**	**447,503**	**454,357**	**466,383**	**477,956**	**489,018**	**503,745**	**517,875**	**530,959**
Operating result - Surplus / (Deficit)	**61,630**	**51,693**	**32,016**	**26,008**	**25,197**	**23,095**	**27,187**	**25,240**	**25,978**	**27,911**	**27,642**	**26,460**	**28,751**
Operating result before grants and contributions provided for capital purposes	**17,678**	**17,776**	**2,093**	**(5,775)**	**2,600**	**10,320**	**16,219**	**14,937**	**16,202**	**17,065**	**16,572**	**15,161**	**17,217**

Scenario 2: Alternative Model
Balance sheet

	Result 2021/22 $ '000	Result 2022/23 $ '000	Forecast 2023/24 $ '000	Budget 2024/25 $ '000	Year 2 2025/26 $ '000	Year 3 2026/27 $ '000	Year 4 2027/28 $ '000	Year 5 2028/29 $ '000	Year 6 2029/30 $ '000	Year 7 2030/31 $ '000	Year 8 2031/32 $ '000	Year 9 2032/33 $ '000	Year 10 2033/34 $ '000
ASSETS													
Current assets													
Cash and cash equivalents	6,697	6,605	10,314	10,569	12,394	15,337	18,694	21,824	25,189	28,423	31,809	35,569	39,082
Investments	150,625	175,623	150,922	128,060	108,753	107,495	108,336	116,050	109,650	114,550	118,750	121,150	123,550
Receivables	24,791	20,844	18,693	19,301	20,563	21,050	21,500	21,960	22,404	22,883	23,373	23,891	24,424
Inventories	397	372	372	384	394	403	413	423	434	444	455	466	478
Prepayments	2,975	3,364	3,364	3,472	3,558	3,647	3,739	3,828	3,920	4,014	4,111	4,213	4,319
Total current assets	**185,485**	**206,808**	**183,665**	**161,786**	**145,661**	**147,933**	**152,683**	**164,086**	**161,597**	**170,315**	**178,498**	**185,290**	**191,852**
Non-Current Assets													
Investments	760	678	678	540	397	255	113	-	-	-	-	-	-
Receivables	1,007	1,012	1,012	1,062	1,210	1,251	1,286	1,321	1,357	1,393	1,431	1,471	1,512
Infrastructure, property, plant and equipment	5,218,499	5,413,807	5,548,592	5,712,532	5,850,420	5,972,873	6,094,977	6,214,248	6,352,514	6,480,228	6,616,766	6,756,595	6,905,905
Investment property	6,155	6,320	6,320	6,485	6,650	6,815	6,980	7,145	7,310	7,475	7,640	7,805	7,970
Right of use assets	9,110	7,811	6,470	5,209	3,947	2,686	1,424	163	108	54	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total non-current assets	**5,235,531**	**5,429,628**	**5,563,072**	**5,725,827**	**5,862,624**	**5,983,880**	**6,104,781**	**6,222,877**	**6,361,289**	**6,489,151**	**6,625,838**	**6,765,872**	**6,915,388**
Total assets	**5,421,016**	**5,636,436**	**5,746,737**	**5,887,613**	**6,008,286**	**6,131,813**	**6,257,464**	**6,386,962**	**6,522,886**	**6,659,466**	**6,804,335**	**6,951,162**	**7,107,240**

Scenario 2: Alternative Model
Balance sheet (continued)

	Result 2021/22 $ '000	Result 2022/23 $ '000	Forecast 2023/24 $ '000	Budget 2024/25 $ '000	Year 2 2025/26 $ '000	Year 3 2026/27 $ '000	Year 4 2027/28 $ '000	Year 5 2028/29 $ '000	Year 6 2029/30 $ '000	Year 7 2030/31 $ '000	Year 8 2031/32 $ '000	Year 9 2032/33 $ '000	Year 10 2033/34 $ '000
LIABILITIES													
Current liabilities													
Payables	45,393	47,806	47,910	48,897	49,795	50,550	51,309	52,065	52,842	53,639	54,458	55,323	56,211
Contract Liabilities	24,206	27,619	11,027	3,592	3,652	3,750	3,863	3,976	4,092	4,211	4,334	4,465	4,599
Lease Liabilities	1,238	1,241	1,269	1,307	1,347	1,388	1,430	63	66	70	-	-	-
Borrowings	4,770	3,340	2,098	2,596	1,594	1,883	1,990	1,732	1,821	1,914	2,480	1,766	1,851
Employee benefit provisions	35,553	34,754	34,754	36,799	37,758	38,930	40,139	41,386	42,672	43,998	45,365	46,775	48,229
Provisions	759	1,060	1,060	1,123	1,321	7,892	1,273	1,312	6,171	1,430	6,306	4,654	1,618
Total current liabilities	**111,919**	**115,820**	**98,117**	**94,314**	**95,467**	**104,393**	**100,005**	**100,535**	**107,664**	**105,263**	**112,944**	**112,982**	**112,508**
Non-current liabilities													
Payables	150	100	50	-	-	-	-	-	-	-	-	-	-
Contract Liabilities	7,466	8,239	10,736	8,738	7,140	7,049	6,958	6,867	6,776	6,685	6,595	6,504	6,413
Lease Liabilities	8,237	6,996	5,673	4,365	3,018	1,630	200	137	70	-	-	-	-
Borrowings	12,538	9,185	7,280	15,134	16,040	14,157	12,167	10,435	8,614	6,700	4,219	2,453	602
Employee benefit provisions	761	1,843	1,843	1,952	2,003	2,066	2,131	2,197	2,266	2,337	2,410	2,485	2,563
Provisions	43,404	45,094	40,465	42,452	44,241	39,607	41,719	43,609	40,769	42,803	39,868	38,718	40,509
Total non-current liabilities	**72,556**	**71,457**	**66,046**	**72,640**	**72,442**	**64,509**	**63,174**	**63,245**	**58,495**	**58,525**	**53,092**	**50,160**	**50,087**
Total liabilities	**184,475**	**187,277**	**164,163**	**166,954**	**167,909**	**168,902**	**163,179**	**163,780**	**166,159**	**163,787**	**166,035**	**163,142**	**162,595**
Net assets	**5,236,541**	**5,449,159**	**5,582,573**	**5,720,659**	**5,840,377**	**5,962,910**	**6,094,285**	**6,223,183**	**6,356,727**	**6,495,678**	**6,638,300**	**6,788,019**	**6,944,645**
EQUITY													
Accumulated Surplus	4,928,924	4,980,559	4,972,878	4,995,172	5,019,796	5,043,741	5,073,353	5,101,464	5,131,210	5,163,230	5,195,677	5,227,157	5,261,880
IPP&E Revaluation Surplus	307,617	468,600	609,695	725,487	820,581	919,169	1,020,932	1,121,718	1,225,517	1,332,449	1,442,623	1,560,862	1,682,765
Total equity	**5,236,541**	**5,449,159**	**5,582,573**	**5,720,659**	**5,840,377**	**5,962,910**	**6,094,285**	**6,223,183**	**6,356,727**	**6,495,678**	**6,638,300**	**6,788,019**	**6,944,645**

Scenario 2: Alternative Model
Cashflow statement

	Result 2021/22 $ '000	Result 2022/23 $ '000	Forecast 2023/24 $ '000	Budget 2024/25 $ '000	Year 2 2025/26 $ '000	Year 3 2026/27 $ '000	Year 4 2027/28 $ '000	Year 5 2028/29 $ '000	Year 6 2029/30 $ '000	Year 7 2030/31 $ '000	Year 8 2031/32 $ '000	Year 9 2032/33 $ '000	Year 10 2033/34 $ '000
Cash flows from operating activities													
Receipts:													
Rates and annual charges	226,388	234,281	246,410	258,591	288,836	298,285	306,943	315,412	324,066	332,922	342,096	351,839	361,826
User charges and fees	84,398	96,268	102,988	107,755	110,290	112,682	115,353	117,865	120,578	123,363	126,224	129,224	132,355
Interest received	1,182	4,873	9,935	8,401	4,293	4,082	4,129	4,386	4,218	4,373	4,530	4,628	4,725
Grants and contributions	56,687	76,799	56,586	44,446	41,576	32,633	32,095	30,574	31,428	32,127	33,764	33,660	35,357
Bonds, deposits and retentions received	7,098	7,741	9,912	7,742	7,742	7,742	7,742	7,742	7,742	7,742	7,742	7,742	7,742
Other	45,656	41,346	41,795	45,186	46,370	44,830	45,619	45,716	48,014	47,822	49,109	49,923	51,249
Payments:													
Payments to employees	(137,235)	(145,037)	(157,774)	(168,477)	(175,018)	(178,676)	(182,495)	(188,191)	(194,065)	(200,123)	(206,369)	(212,811)	(219,455)
Payments for materials and services	(158,507)	(176,928)	(188,643)	(204,599)	(213,566)	(206,530)	(214,336)	(211,646)	(218,035)	(225,377)	(227,145)	(237,760)	(241,044)
Borrowing costs	(1,142)	(1,064)	(1,016)	(664)	(1,084)	(932)	(923)	(771)	(640)	(545)	(446)	(313)	(213)
Bonds, deposits and retentions refunded	(5,466)	(5,571)	(5,571)	(7,742)	(7,742)	(7,742)	(7,742)	(7,742)	(7,742)	(7,742)	(7,742)	(7,742)	(7,742)
Other	(28,886)	(22,019)	(20,351)	(21,705)	(21,876)	(22,347)	(22,905)	(23,462)	(24,024)	(24,599)	(25,188)	(25,807)	(26,451)
Net Cash flows from operating activities	**90,173**	**110,689**	**94,271**	**68,935**	**79,820**	**84,027**	**83,480**	**89,882**	**91,541**	**89,963**	**96,575**	**92,582**	**98,349**

Scenario 2: Alternative Model
Cashflow statement (continued)

	Result 2021/22 $ '000	Result 2022/23 $ '000	Forecast 2023/24 $ '000	Budget 2024/25 $ '000	Year 2 2025/26 $ '000	Year 3 2026/27 $ '000	Year 4 2027/28 $ '000	Year 5 2028/29 $ '000	Year 6 2029/30 $ '000	Year 7 2030/31 $ '000	Year 8 2031/32 $ '000	Year 9 2032/33 $ '000	Year 10 2033/34 $ '000
Cash flows from investing activities													
Receipts:													
Sale of investments	338,038	272,227	319,159	323,300	319,100	301,000	306,000	295,700	306,600	298,600	302,300	302,800	303,000
Proceeds from sale of PPE	3,734	2,167	2,732	2,183	2,778	2,847	3,238	2,900	2,177	2,857	4,138	2,902	3,095
Payments:													
Purchase of investment securities	(352,829)	(297,123)	(319,427)	(300,300)	(299,650)	(299,600)	(306,700)	(303,300)	(300,200)	(303,500)	(306,500)	(305,200)	(305,400)
Payments for PPE	(76,755)	(81,973)	(88,528)	(100,822)	(98,693)	(82,260)	(79,257)	(78,495)	(94,818)	(82,656)	(90,996)	(86,694)	(93,612)
Net Cash flows from investing activities	**(87,812)**	**(104,702)**	**(86,064)**	**(75,639)**	**(76,465)**	**(78,013)**	**(76,719)**	**(83,195)**	**(86,241)**	**(84,698)**	**(91,058)**	**(86,192)**	**(92,916)**
Cash flows from financing activities													
Receipts:													
Proceeds from borrowings	-	-	-	10,450	2,500	-	-	-	-	-	-	-	-
Payments:													
Repayment of borrowings	(5,018)	(4,783)	(3,147)	(2,098)	(2,596)	(1,594)	(1,883)	(1,990)	(1,732)	(1,821)	(1,914)	(2,480)	(1,766)
Lease liabilities (principal repayments)	(1,269)	(1,238)	(1,231)	(1,269)	(1,307)	(1,347)	(1,388)	(1,430)	(63)	(66)	(70)	-	-
Dividends paid to minority interest	(38)	(58)	(120)	(124)	(127)	(130)	(133)	(136)	(140)	(143)	(146)	(150)	(154)
Net Cash flows from financing activities	**(6,325)**	**(6,079)**	**(4,498)**	**6,960**	**(1,530)**	**(3,071)**	**(3,404)**	**(3,557)**	**(1,935)**	**(2,030)**	**(2,131)**	**(2,630)**	**(1,920)**
Net change in cash and cash equivalents	**(3,964)**	**(92)**	**3,709**	**256**	**1,824**	**2,943**	**3,357**	**3,129**	**3,365**	**3,234**	**3,386**	**3,760**	**3,512**
Cash and cash equivalents at beginning of year	10,661	6,697	6,605	10,314	10,569	12,394	15,337	18,694	21,824	25,189	28,423	31,809	35,569
Cash and cash equivalents at end of year	**6,697**	**6,605**	**10,314**	**10,569**	**12,394**	**15,337**	**18,694**	**21,824**	**25,189**	**28,423**	**31,809**	**35,569**	**39,082**
Investments at year end	140,541	151,332	151,600	128,600	109,150	107,750	108,450	116,050	109,650	114,550	118,750	121,150	123,550
Cash, cash equivalents and investments at end of year	***147,238***	***157,937***	***161,914***	***139,169***	***121,543***	***123,087***	***127,144***	***137,874***	***134,839***	***142,973***	***150,559***	***156,719***	***162,632***
Net change in cash, cash equivalents and investments		***10,699***	***3,977***	***(22,744)***	***(17,626)***	***1,543***	***4,057***	***10,729***	***(3,035)***	***8,134***	***7,586***	***6,160***	***5,912***

Scenario 2: Alternative Model

Cash and investments statement

	Result 2021/22 $ '000	Result 2022/23 $ '000	Forecast 2023/24 $ '000	Budget 2024/25 $ '000	Year 2 2025/26 $ '000	Year 3 2026/27 $ '000	Year 4 2027/28 $ '000	Year 5 2028/29 $ '000	Year 6 2029/30 $ '000	Year 7 2030/31 $ '000	Year 8 2031/32 $ '000	Year 9 2032/33 $ '000	Year 10 2033/34 $ '000
Total Cash and Investments	**147,238**	**157,937**	**161,914**	**139,169**	**121,543**	**123,087**	**127,144**	**137,874**	**134,839**	**142,973**	**150,559**	**156,719**	**162,632**
Represented by:													
Externally Restricted													
Developer Contributions	36,457	43,446	37,105	25,953	15,720	15,971	16,948	18,250	16,531	16,224	15,264	15,152	10,638
Unexpended Grants - not tied to liability	566	597	-	-	-	-	-	-	-	-	-	-	-
Domestic Waste Management	3,401	7,626	9,443	10,943	12,383	13,521	15,663	18,040	6,626	9,499	12,645	16,126	19,803
Other externally restricted reserves	722	618	987	1,061	1,197	181	278	381	490	605	196	324	459
Total Externally Restricted	**41,146**	**52,286**	**47,536**	**37,957**	**29,300**	**29,673**	**32,889**	**36,671**	**23,646**	**26,328**	**28,105**	**31,602**	**30,901**
Internally Restricted													
Deposits, Retentions & Bonds	15,380	17,550	17,550	17,550	17,550	17,550	17,550	17,550	17,550	17,550	17,550	17,550	17,550
Employee Leave Entitlement	7,026	7,111	7,111	7,362	7,619	7,883	8,153	8,430	8,714	9,005	9,303	9,608	9,922
Kimbriki Landfill Remediation	13,597	15,418	17,898	20,245	22,526	24,705	20,466	22,785	25,225	22,975	25,478	23,280	22,755
Unexpended Grants - tied to liability	28,600	31,960	18,865	9,422	7,990	8,058	8,132	8,212	8,297	8,388	8,485	8,588	8,698
Other	15,582	18,794	15,992	12,929	10,590	9,174	9,776	10,573	12,104	12,759	9,536	9,730	9,380
Total Internally Restricted	**80,184**	**90,833**	**77,416**	**67,508**	**66,274**	**67,370**	**64,077**	**67,550**	**71,890**	**70,676**	**70,352**	**68,756**	**68,304**
Total Restricted Cash	**121,330**	**143,119**	**124,951**	**105,464**	**95,574**	**97,043**	**96,967**	**104,220**	**95,537**	**97,004**	**98,457**	**100,359**	**99,205**
Total Unrestricted Cash	**25,908**	**14,818**	**36,963**	**33,705**	**25,969**	**26,044**	**30,177**	**33,653**	**39,302**	**45,970**	**52,103**	**56,360**	**63,427**

Scenario 2: Alternative Model

Capital budget statement

	Result 2021/22 $ '000	Result 2022/23 $ '000	Forecast 2023/24 $ '000	Budget 2024/25 $ '000	Year 2 2025/26 $ '000	Year 3 2026/27 $ '000	Year 4 2027/28 $ '000	Year 5 2028/29 $ '000	Year 6 2029/30 $ '000	Year 7 2030/31 $ '000	Year 8 2031/32 $ '000	Year 9 2032/33 $ '000	Year 10 2033/34 $ '000
Capital Funding													
Working Capital	7,785	16,118	6,127	3,948	538	2,544	2,550	1,557	1,564	1,571	1,578	1,397	1,400
Depreciation	22,098	32,322	34,343	33,042	40,135	41,990	43,154	44,545	45,272	45,470	46,727	47,917	48,950
Capital grants and contributions													
Grants and contributions	29,262	20,265	20,843	24,115	15,400	3,548	3,913	1,913	1,913	1,913	1,913	1,913	1,913
Externally restricted reserves													
- Developer contributions	8,038	8,088	17,222	19,821	15,950	9,219	6,503	7,529	10,028	9,636	10,490	9,848	14,413
- Domestic Waste	-	-	-	-	-	-	-	-	14,048	-	-	-	-
- Other	1,797	2,347	1,667	2,055	2,009	3,156	2,037	2,024	2,012	2,000	2,518	1,976	1,964
Internally restricted reserves													
- Merger savings fund	1,893	343	353	538	343	-	-	-	-	-	-	-	-
- Borrowings	-	-	-	9,935	3,015	-	-	-	-	-	-	-	-
- Other	4,005	1,260	5,242	5,184	5,958	6,012	4,529	4,307	3,688	4,682	8,684	5,345	6,020
Income from sale of assets													
- Plant and equipment	1,995	2,112	2,732	2,183	2,778	2,847	3,238	2,900	2,177	2,857	4,138	2,902	3,095
Total funding	**76,872**	**82,856**	**88,528**	**100,822**	**86,126**	**69,316**	**65,924**	**64,776**	**80,701**	**68,129**	**76,048**	**71,298**	**77,754**
Capital Expenditure													
Buildings	21,091	15,413	10,373	27,024	17,214	11,102	11,513	12,514	12,825	13,444	13,788	14,147	14,515
Community Land	-	838	-	-	-	-	-	-	-	-	-	-	-
Furniture & Fittings	730	74	72	169	36	36	36	36	36	36	36	36	36
Land Improvements	-	-	5,828	3,371	2,917	2,940	2,964	1,988	2,014	2,039	2,066	2,095	2,123
Library Books	868	685	718	799	752	771	790	809	829	849	870	892	914
Office Equipment	1,995	2,904	3,161	2,210	2,608	2,500	2,563	2,624	2,687	2,752	2,821	2,891	2,963
Open Space / Recreational	9,387	10,501	19,720	11,779	15,646	9,963	9,072	8,044	10,622	10,981	12,405	9,216	10,731
Other Assets	696	163	391	439	343	-	-	-	-	-	-	-	-
Other Structures	3,419	2,302	2,791	6,532	7,822	6,229	6,652	3,748	3,847	3,948	4,053	4,165	4,281
Plant & Equipment	3,545	3,275	7,955	6,951	8,809	8,956	7,809	7,601	20,118	7,478	12,943	8,401	9,105
Road, Bridges & Footpaths	26,574	24,323	27,916	30,146	29,785	25,981	23,992	25,812	26,237	25,952	26,156	28,451	32,038
Stormwater Drainage	5,505	8,485	8,428	10,122	11,018	11,390	11,623	12,604	12,841	13,135	12,993	13,461	13,886
Swimming Pools	345	1,109	1,175	1,280	1,744	2,392	2,243	2,715	2,764	2,043	2,864	2,940	3,020
Other Kimbriki Assets	2,718	12,785	-	-	-	-	-	-	-	-	-	-	-
Total expenditure	**76,872**	**82,856**	**88,528**	**100,822**	**98,693**	**82,260**	**79,257**	**78,495**	**94,818**	**82,656**	**90,996**	**86,694**	**93,612**

Scenario 2: Alternative Model

Statement of borrowings

The Long-Term Financial Plan recognises debt as an important source of funds for large capital projects.

New borrowings are anticipated over the 10 year period of the Long-Term Financial Plan to fund major infrastructure projects. Spreading these costs over a number of years facilitates inter-generational equity and smooths out long term expenditure peaks and troughs, where financially sustainable.

Proposed new borrowings

Financial year	Loan amount	Proposed term	Repayment funding source	Purpose of loan
2024/25 (Year 1)	$10,450,000	10 years	The funding currently utilised to repay existing loans is sufficient to fund the repayment schedule for this loan as several existing loans are coming to the end of their term.	To assist with the construction of the Warriewood Community Centre.
2025/26 (Year 2)	$2,500,000	10 years		To assist with the construction of Manly Lifesaving Club and Warringah Recreation Centre.

Loans are proposed to be sourced from authorised financial institutions licensed by the Australian Prudential Regulatory Authority (APRA) to carry on banking business (Authorised Deposit Taking Institutions or NSW Treasury Corporation) and secured over rates income.

Scenario 2: Alternative Model

Statement of performance measures

	OLG Benchmark	Result 2021/22	Result 2022/23	Forecast 2023/24	Budget 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4 2027/28	Year 5 2028/29	Year 6 2029/30	Year 7 2030/31	Year 8 2031/32	Year 9 2032/33	Year 10 2033/34
Budget Performance														
Operating Performance Ratio *measures the extent to which a council has succeeded in containing operating expenditure within operating revenue.*	> 0%	4.5%	4.5%	0.4%	(1.5%)	0.5%	2.1%	3.4%	3.0%	3.2%	3.3%	3.1%	2.8%	3.1%
Own Source Operating Revenue *measures fiscal flexibility. It is the degree of reliance on external funding sources.*	> 60%	82.5%	84.6%	87.2%	88.1%	90.9%	93.1%	93.4%	93.8%	93.8%	93.8%	93.7%	93.9%	93.7%
Operational Liquidity														
Unrestricted Current Ratio *represents a council's ability to meet short-term obligations as they fall due.*	> 1.5x	1.90x	1.92x	2.20x	2.19x	2.04x	1.81x	2.00x	2.13x	2.09x	2.30x	2.16x	2.24x	2.40x
Rates, Annual Charges, Interest & Extra Charges *expressed as a percentage of total rates and charges available for collection in the financial year.*	< 5%	3.6%	3.6%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Cash Expense Cover Ratio *liquidity ratio indicates the number of months a council can continue paying for its immediate expenses without additional cash inflow.*	> 3mths	5.6mths	6.1mths	5.2mths	4.1mths	3.5mths	3.5mths	3.6mths	3.8mths	3.6mths	3.7mths	3.9mths	3.9mths	4.0mths
Liability and Debt Management														
Debt Service Cover Ratio *measures the availability of operating cash to service loan repayments.*	> 2x	7.3x	7.7x	9.3x	10.8x	10.9x	15.8x	15.8x	16.7x	18.4x	18.5x	19.4x	17.2x	22.4x

Scenario 2: Alternative Model

Statement of performance measures (continued)

	OLG Benchmark	Result 2021/22	Result 2022/23	Forecast 2023/24	Budget 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4 2027/28	Year 5 2028/29	Year 6 2029/30	Year 7 2030/31	Year 8 2031/32	Year 9 2032/33	Year 10 2033/34
Asset Management														
Building and Infrastructure Ren *assesses the rate at which these assets are being renewed against the rate at which they are depreciating.*	> 100%	112.7% ✓	130.8% ✓	107.4% ✓	99.6% ✗	124.2% ✓	122.2% ✓	120.6% ✓	121.8% ✓	120.8% ✓	118.7% ✓	118.9% ✓	117.3% ✓	116.6% ✓
Infrastructure Backlog Ratio *ratio shows what proportion the infrastructure backlog is against the total net carrying amount of a council's infrastructure.*	< 2%	1.53% ✓	1.49% ✓	1.63% ✓	1.62% ✓	1.57% ✓	1.52% ✓	1.48% ✓	1.44% ✓	1.41% ✓	1.37% ✓	1.34% ✓	1.31% ✓	1.28% ✓
Asset Maintenance Ratio *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.*	> 100%	100.6% ✓	109.7% ✓	99.7% ✗	92.5% ✗	100.0% ✓	100.0% ✓	100.0% ✓	100.0% ✓	100.0% ✓	100.0% ✓	100.0% ✓	100.0% ✓	100.0% ✓
Cost to bring assets to agreed service leve *ratio shows what proportion the infrastructure backlog is against the total gross replacement cost of a council's infrastructure.*		1.26% ✓	1.22% ✓	1.34% ✓	1.35% ✓	1.31% ✓	1.27% ✓	1.24% ✓	1.22% ✓	1.19% ✓	1.17% ✓	1.15% ✓	1.12% ✓	1.10% ✓

11. 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

Indicator	Measure	Definition	Benchmarks
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

northern beaches council

Asset Management Plan 2024-2034



Document Control			
		TRIM REFERENCE NO.	2024/002578
Approval Authority	Strategic Asset Management Panel	**Date of First Approval**	April 2024
		Next Review Due Date	30 June 2025

Prepared by	Manager, Asset Strategy & Planning Senior Asset Officer – Building Assets Team Leader, Stormwater Operations & Planning Engineer Stormwater Assets Senior Engineer - Roads
Reviewed by Asset Managers and Finance	Manager, Park Assets - Planning Design & Delivery Manager, Stormwater & Floodplain Engineering Manager, Transport & Civil Infrastructure Assets Manager, Building Assets - Planning, Design & Delivery Team Leader, Financial Planning & Assets Manager, Asset Strategy & Planning
Reviewed by Asset Owner and Finance	Executive Manager Parks & Recreation Executive Manager Environment & Climate Change Executive Manager Transport & Civil Infrastructure Executive Manager Property Executive Manager Financial Planning & Systems
Reviewed by Asset Director	Director Environment & Sustainability A/ Director Transport & Civil Infrastructure
Approved by	Strategic Asset Management Panel (SAMP)

Rev No.	Date	Changes	Author/Approver
Draft	16/9/2021	First draft for review	Manager, Asset Strategy, Planning & Performance
1.0	19/10/2021	Review by Strategic Asset Management Panel	Business Operations Coordinator
2.0	19/4/2022 26/4/2022	Endorsed by Strategic Asset Management Panel Recommended to Council for public exhibition	Senior Asset Planning Officer
2.1	28/6/2022	Recommended to Council for adoption	Senior Asset Planning Officer
Draft	16/4/2024	Draft finalised for 2024 review	Manager, Asset Strategy & Planning
3.0	17/4/2024	Endorsed by Strategic Asset Management Panel Recommended to Council for public exhibition	SAMP

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1. Executive Summary

1.1 Overview

Infrastructure assets are an integral part of the Northern Beaches communities' way of life. They provide transport links for people to get around, recreational activities for our community, ensure properties and people are safe from flooding and our waterways are healthy, and provide meeting places and essential community facilities.

Council is the custodian of $3.45 billion[1] of infrastructure assets, including buildings, roads, footpaths, stormwater drainage, swimming pools, bridges, wharves, playgrounds, sports fields, seawalls and other built infrastructure located on Council land. As the custodian, Council is responsible for operating, maintaining and delivering its existing and new assets now and in the future, and ensuring there is adequate provisions and resources to do so. It is important that our assets are managed effectively and efficiently to provide the community's expected level of service and maximise the benefit of these assets to the community.

Asset management is a 'whole of life' approach to ensure the delivery of assets to the community in a sustainable manner. Good asset management maintains an understanding of the cost, risk and performance considerations in the short, medium and long-term, when making decisions regarding community owned infrastructure assets.

This Asset Management Plan (AMP) focuses on Council's infrastructure assets, explains how we manage our infrastructure assets, sets out our 10-year investment into our infrastructure, and discusses the considerations between risk, performance and cost across our asset portfolio. It does not include any aspirational programs or projects.

1.2 Our Assets

Council manages its infrastructure assets through four Business Units:

- **Transport and Civil Infrastructure** - manages roads, kerb and gutter, footpaths, cycleways, bridges, car parks, wharves, tidal pools and other built infrastructure which lies within the road reserve (e.g. retaining walls).
- **Environment and Climate Change** - manages stormwater assets including pipes, pits, water quality devices, gross pollutant traps and detention basins.
- **Parks and Recreation** - manages open space and recreational assets, including playgrounds, sportsfields, rock pools, sea walls and other built infrastructure which lies within a council reserve (e.g. retaining walls, pedestrian bridges, walkways).
- **Property** - manages our building portfolio which covers community centres, sporting buildings and amenities, surf clubs, public amenities, aquatic centres and swimming pools.

We have $3.45 billion of infrastructure assets across the Local Government Area (LGA) shown in Table 1 below. The value of our infrastructure assets has increased since FY 21/22 from $3.16 billion[2] due to:

- Full revaluing of Other Open Space/Recreational assets, Other Infrastructure and Swimming Pools asset portfolio in FY 22/23 where the value of this portfolio has increased by $46 million,
- Desktop revaluation of other infrastructure assets in FY 22/23 where the value has increased by $147 million, and
- Newly constructed infrastructure assets across the LGA which are owned and managed by Council.

[1] Gross replacement cost, as reported in Council's *Financial Statements for the Year Ended 30 June 2023*

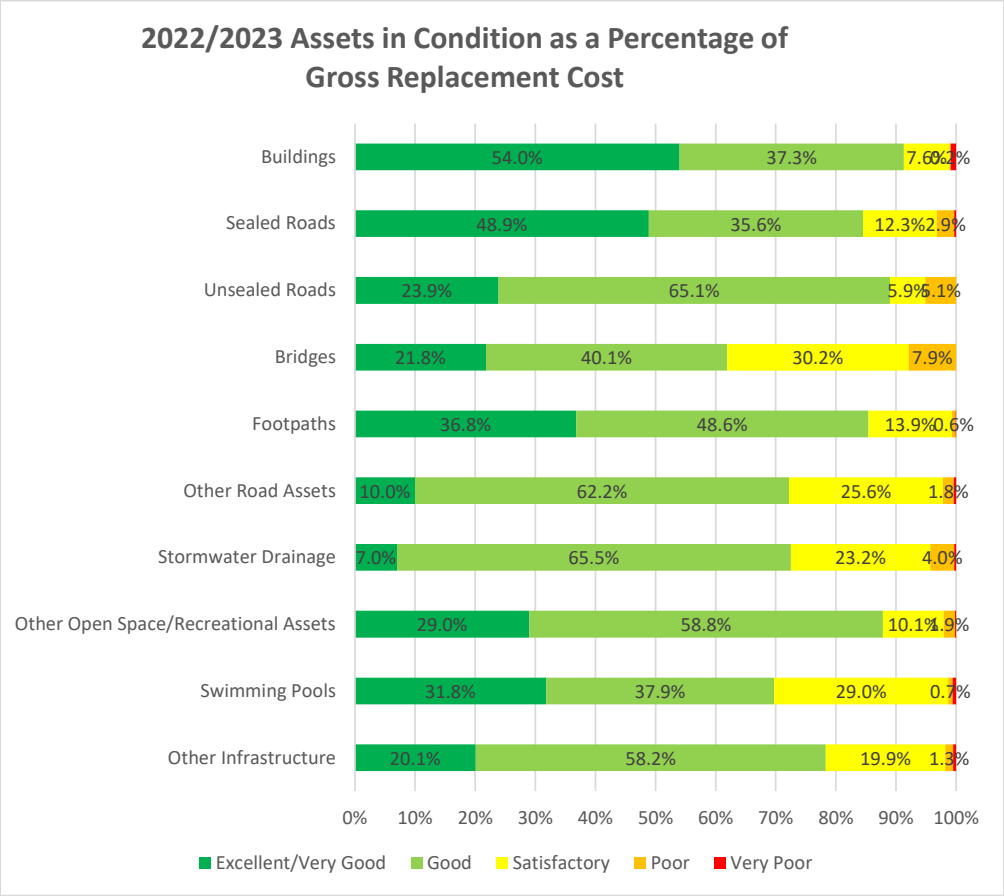
[2] Gross replacement cost, as reported in Council's *Financial Statements for the Year Ended 30 June 2022*

Table 1: Summary of Infrastructure Asset Financial Values – as at 30 June 2023

Infrastructure Asset	Gross Replacement Cost (million)	Accumulated Depreciation (million)	Written Down Value (million)
Roads	**$610.78**	**$77.11**	**$533.67**
Roads – Sealed	$587.13	$74.68	$512.45
Roads – Unsealed	$2.17	$0.29	$1.87
Retaining Walls	$21.48	$2.13	$19.35
Footpaths	**$141.97**	**$14.76**	**$127.21**
Other Road Assets	**$291.61**	**$47.42**	**$244.19**
Car Parks	$39.32	$6.84	$32.47
Kerb and Gutter	$196.19	$32.20	$163.99
Traffic Devices	$38.55	$6.16	$32.39
Other Road Infrastructure	$17.56	$2.22	$15.34
Stormwater	**$1,110.45**	**$199.50**	**$910.95**
Pipes	$798.03	$155.99	$642.04
Pits	$189.47	$26.50	$162.96
Culverts	$84.72	$10.72	$74.00
Open Channels	$17.58	$4.12	$13.47
Water Quality Devices	$18.58	$2.10	$16.48
Other Stormwater Infrastructure	$2.07	$0.07	$2.00
Buildings	**$804.50**	**$223.23**	**$581.27**
Other Infrastructure	**$266.72**	**$39.18**	**$227.54**
Retaining Walls – Reserves	$80.85	$11.79	$69.06
Pedestrian Bridges	$13.62	$1.42	$12.19
Wharves	$28.78	$9.89	$18.88
Other	$143.47	$16.08	$127.41
Open Space Assets	**$159.47**	**$18.88**	**$140.59**
Sportsfields	$75.57	$9.06	$66.51
Pathways	$29.02	$3.01	$26.01
Playgrounds	$24.09	$3.75	$20.34
Other	$30.79	$3.06	$27.73
Swimming Pools	**$47.31**	**$8.01**	**$39.30**
Bridges	**$17.42**	**$3.86**	**$13.56**
TOTAL INFRASTRUCTURE	**$3,450.24**	**$631.96**	**$2,818.28**

The proportion of Council's total asset portfolio in less than satisfactory condition equates to 2.7% of the portfolio value based on Gross Replacement Cost as per the 2022/23 Special Schedule Report on Infrastructure within the 2022/23 Financial Statements). This is composed of 2.3% of assets in Poor condition and 0.4% of assets in Very Poor Condition, as shown in Figure 1 below.

Figure 1 Assets in Condition as Percentage of Gross Replacement Cost (GRC)



The Lifecycle Management Plan for each asset category details the condition of assets and the way Council manages the risk associated with the condition of these assets. Whilst some critical assets in condition 4 and 5 exist, they are typically included in asset renewal programs and regularly inspected/monitored or closed to public access to manage risk.

1.3 The Impact of Our Infrastructure

An infrastructure backlog refers to work yet to occur to renew assets that are currently in very poor or poor condition. Without addressing the backlog, these assets would be at risk of further deterioration and would fail to deliver the community's expected level of service, as well as costing Council more to remediate failed assets.

We consider the Infrastructure Backlog or the cost to 'Bring to Satisfactory' (BTS) standard, as described by the Office of Local Government, as the cost to bring poor and very poor condition assets back to 'satisfactory' condition. This figure is reported annually in our Financial Statements.

To calculate the BTS figure[3], we consider the following:

- To bring a poor (condition 4) asset up to 'satisfactory' condition (condition 3) = 40% of the Gross Replacement Cost of the asset
- To bring a very poor (condition 5) asset up to 'satisfactory' condition (condition 3) = 70% of the Gross Replacement Cost of the asset

As at 30 June 2023, our infrastructure backlog is $42.46 million (1.51% of the assets' net carrying amount)[4]. However, the December 2023 Road Condition Survey has increased this backlog to $46.64 with a BTS of 1.65%. This is an increase from FY 21/22 where the backlog was reported as $40.3 million (1.53% of the assets' net carrying amount)[5]. Additionally, the December 2023 Road Condition Survey has identified an additional $4.17m road wearing course assets in condition 4 or 5, increasing the infrastructure backlog to $50.8M.

Assets that have been identified as in poor or very poor condition are generally included within Council's forward works capital programs in this AMP for renewal or disposal.

To address this growing backlog, additional funding requirements are highlighted in Section 11 Unfunded Programs in this AMP, and are discussed further in each of the four sub-Asset Management Plans in the *Summary of Emerging Issues* (Section 4) and *Unfunded Programs* (Section 5).

1.4 Infrastructure Benchmarking

This infrastructure backlog of 1.65% is not unique to NBC; most Councils experience varying levels of backlog over time. NBC recently undertook a benchmarking exercise of a representative group of Councils looking at costs to bring assets to a satisfactory condition, estimated required and actual maintenance, and asset condition as a percentage of Gross Replacement Cost.

The benchmark data contained within this report was obtained from a combination of on-site data capture performed by consultants Asset Technologies Pacific (ATP) and information which has been published by local Government Councils. Benchmark data has been provided to compare the cost to bring the assets to a satisfactory standard, cost to achieve agreed level of service, estimated required maintenance and actual maintenance spend.

A minimum of six metropolitan Councils was used for each benchmark and at least two thirds are in close proximity to the coast, where environmental conditions may impact the life expectancy of the built assets and infrastructure. The sample Councils adopt a similar methodology to that used by Northern Beaches Council in defining and costing built assets and infrastructure.

The overall weighted average cost to bring to satisfactory (backlog) for the benchmarked Councils was 3.02%, which is slightly higher than the NBC current BTS of 1.65% indicating that whilst we currently have a growing backlog, this is materially within an acceptable range of the benchmarked Councils, and currently less than the 2% benchmark set by the Office of Local Government.

Table 2 below shows the ratio figures for the benchmarked Councils, showing the *Cost to Bring to Satisfactory* calculated as average weighted cost data represented as a percentage of the Net Carrying Amount value for each asset class.

3 Methodology for BTS included in TRIM 2020/477940

4 As reported in Council's *Financial Statements for the Year Ended 30 June 2023*

5 As reported in Council's *Financial Statements for the Year Ended 30 June 2022*

Table 2 – Benchmarked Average Cost Data as a Percentage of Net Carrying Amount

Asset Class – Benchmarked Councils	Cost to Bring Assets to Satisfactory (Percentage of Net Carrying Amount)	Cost to Bring to Agreed Level of Service (Percentage of Net Carrying Amount)	Estimated Required Maintenance (Percentage of Gross Replacement Cost)	Actual Maintenance (Percentage of Gross Replacement Cost)	Net Carrying Amount (Percentage of Gross Replacement Cost)
Buildings	1.84%	2.47%	1.77%	1.82%	63.56%
Roads	3.35%	2.11%	0.96%	0.96%	71.37%
Stormwater	2.45%	1.60%	0.32%	0.34%	61.42%
Open Space	2.81%	2.35%	4.62%	5.50%	65.57%
Other Structures/Infrastructure	7.08%	3.54%	1.32%	1.16%	63.00%
TOTAL	**3.02%**	**2.15%**	**1.25%**	**1.31%**	**67.69%**

The Northern Beaches Council ratio figures as shown in Table 3 below.

Table 3 – NBC Cost Data as a Percentage of Net Carrying Amount (As at 30 June 2023)

Asset Class – Northern Beaches Council	Cost to Bring Assets to Satisfactory (Percentage of Net Carrying Amount)	Cost to Bring to Agreed Level of Service (Percentage of Net Carrying Amount)	Estimated Required Maintenance (Percentage of Gross Replacement Cost)	Actual Maintenance (Percentage of Gross Replacement Cost)	Net Carrying Amount (Percentage of Gross Replacement Cost)
Buildings	1.01%	1.01%	1.76%	2.20%	72.25%
Roads	1.35%	1.35%	1.28%	1.49%	86.52%
Stormwater	2.21%	2.21%	0.38%	0.29%	82.03%
Open Space	1.01%	1.01%	3.12%	3.29%	87.00%
Other Structures/Infrastructure	0.97%	0.97%	1.78%	1.44%	85.31%
TOTAL	**1.51%**	**1.51%**	**1.25%**	**1.37%**	**81.68%**

Benchmarked Asset Condition

Assets in Condition 4 (Poor) or Condition 5 (Very Poor) are used to determine the level of infrastructure backlog. Table 4 below shows the weighted average condition based on total asset replacement value for each asset class, to identify the average cost for each condition level as a percentage of gross replacement cost.

Table 4 – Benchmarked Asset Condition as a Percentage of Gross Replacement Cost (Averaged)

Asset Class – Benchmarked Councils	Condition 1 Excellent	Condition 2 Good	Condition 3 Satisfactory	Condition 4 Poor	Condition 5 Very Poor
Buildings	25.6%	26.7%	42.5%	4.2%	1.0%
Roads	22.4%	32.3%	36.5%	7.6%	1.3%
Stormwater	25.2%	35.2%	34.3%	3.7%	1.6%
Open Space	22.5%	34.5%	35.9%	6.5%	0.6%
Other Infrastructure	23.5%	25.2%	32.3%	15.2%	3.7%
TOTAL	**23.5%**	**31.7%**	**37.0%**	**6.5%**	**1.3%**

The NBC Condition figures reported as at 30 June 2023 are shown in table 5 below.

Table 5 – NBC Asset Condition as a Percentage of Gross Replacement Cost (As at 30 June 2023)

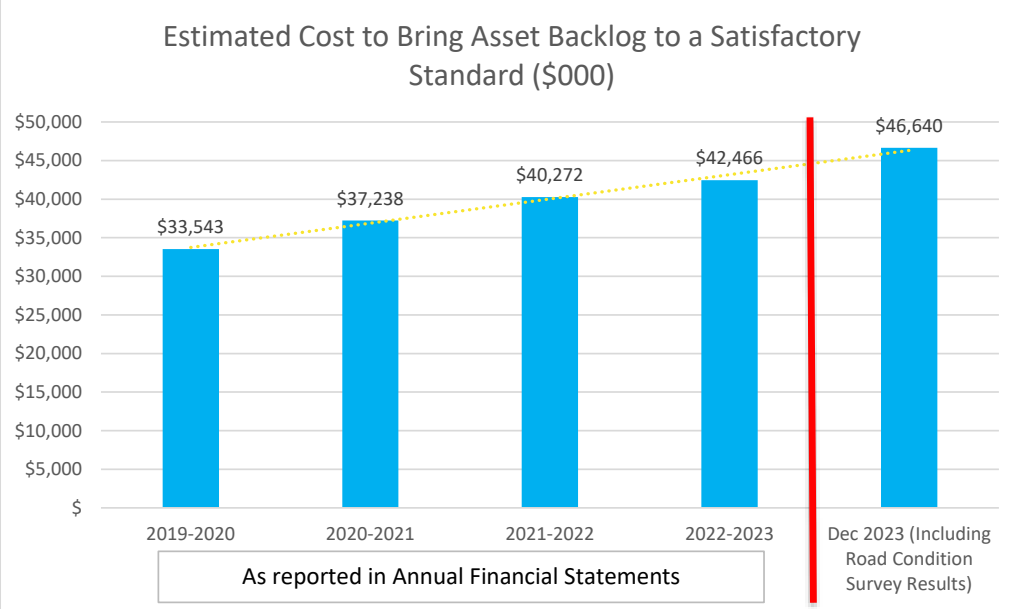
Asset Class – Northern Beaches Council	Condition 1 Excellent	Condition 2 Good	Condition 3 Satisfactory	Condition 4 Poor	Condition 5 Very Poor
Buildings	54.0%	37.3%	7.6%	0.2%	0.9%
Roads	36.1%	44.8%	16.4%	2.4%	0.3%
Stormwater	7.0%	65.5%	23.2%	4.0%	0.3%
Open Space	29.7%	54.0%	14.4%	1.6%	0.3%
Other Infrastructure	20.1%	58.2%	19.9%	1.3%	0.5%
TOTAL	**29.3%**	**51.3%**	**16.7%**	**2.3%**	**0.5%**

The benchmarking report is shown in the Section 15 Appendix - Asset Benchmark – Asset Technologies Pacific (ATP).

1.5 Growing Infrastructure Backlog

Over the last four years, Council has been experiencing a growing infrastructure backlog reported in the Annual Financial Statements shown in Figure 2 below. The Long Term Financial Plan renewal funding levels are currently insufficient to address this growing infrastructure backlog.

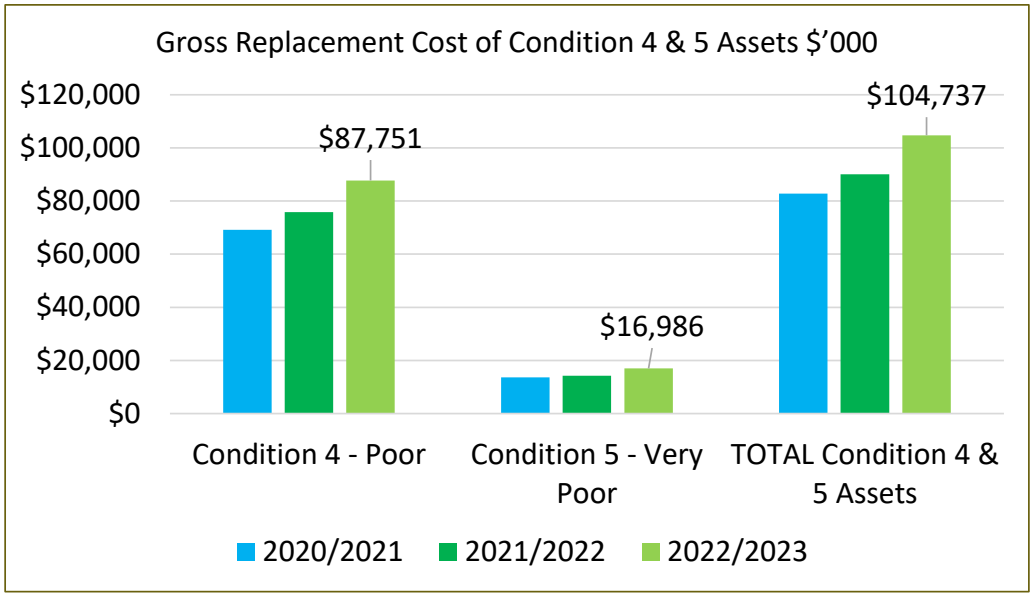
Figure 2 NBC Growing Infrastructure Backlog



The above figures show the estimated costs to bring Condition 4 (Poor) and Condition 5 (Very Poor) assts back to condition 3 (Satisfactory). However, this is generally not how assets are renewed at Northern Beaches Council as they are renewed to Condition 1 (Very Good) with a significantly higher renewal cost as shown in Figure 3 below.

Figure 3 below shows the Gross Replacement Cost of Condition 4 and Condition 5 assets as at 30 June 2023.

Figure 3 Gross Replacement Cost to renew Condition 4 and 5 Assets



Added to this increasing backlog and impact on budgets, Council is currently facing the following significant budgetary impacts:

- Higher costs to undertake renewal and maintenance activity due to much higher construction and maintenance costs over the last few years outstripping the inflation indexation of budgets in the long-term financial plan
- Major impacts of storm-related damage impacting many asset classes over and above normal levels of reactive maintenance
- Unfunded or underfunded maintenance outlined in each of the asset specific Asset Management Plans
- Unfunded or underfunded renewals outlined in each of the asset specific Asset Management Plans
- Emerging requests from the community for uplifts in service of both asset renewal and levels of maintenance
- Emerging requests from the community for new additional infrastructure

1.6 Service Levels for the Community

Service levels define what service the asset provides and the standard which these services are expected to be delivered to the community. Our assets are an integral part of delivering agreed services to the community. Generally, assets are managed for their condition (quality), function, capacity, risk and impact on the environment. As a Council, we aim to:

- Provide safe, well designed and maintained assets throughout the Northern Beaches,
- Be responsive to customer requests,
- Ensure our assets are performing their intended purpose, taking into account climate change, future development and population growth, and
- Set performance standards for our maintenance and operations that keep the asset functioning.

Technical service levels for each asset area include:

- Stormwater: Reduce flood risk for our community,

- Recreational and Open Space Assets: Provide well-maintained recreational assets that cater for the intensity of use,
- Road and Transport Infrastructure: Provide a transport network adequate for user needs, and
- Buildings: Provide fit for purpose facilities that meet community needs.

This AMP discusses the Levels of Service we are delivering to our community, how we are currently performing, and how we want to be performing in the future. Levels of Service are split into two categories:

- Community Levels of Service:
  - Quality, functionality and capacity of the assets provided, and
  - Responsiveness to our customers on infrastructure related issues.
- Technical Levels of Service:
  - Management activities and allocation of resources to best achieve the desired customer outcome and performance of the asset, and
  - Measures are in place across the different lifecycle stages of an asset.

In 2020/21, Council undertook a comprehensive review of its services and developed comprehensive levels of service we currently deliver to the community. This and a community satisfaction survey conducted in early 2022 have informed this AMP particularly the Levels of Service.

1.7 Managing the Risks Across Our Portfolio

This AMP has identified 282 critical assets across the LGA. These are assets that cannot be allowed to fail due to financial, social or environmental consequences. Management practices, such as regular inspections of these assets, are in place to ensure these assets do not fail.

Critical infrastructure includes:

- major roads, including drainage beneath these roads,
- major stormwater pipes and culverts,
- bridges and retaining walls, and
- buildings with high consequential risk.

Unforeseen or unexpected failures are one of the other main risks which have the potential to affect Council's risk profile as well as its financial position. They may require urgent action and can require significant new funds to be allocated, which in turn can limit Council's ability to provide other services.

A risk assessment has been undertaken on all our infrastructure assets. High risk assets are managed through regular inspections, renewal works when required, and/or maintenance contracts. The management of all other levels of risk are detailed in Section 9 Risk Management Plan.

1.8 Investment in Our Infrastructure Assets

This AMP has identified what investment is required for our infrastructure over the next 10 years and informs Council's Long Term Financial Plan (LTFP) on future expenditure required to ensure our infrastructure is delivering the agreed service to the community.

Future work programs, based on the priorities for the community set out in the adopted Delivery Program[6], needs of the assets, and considering Council's financial sustainability, have been prepared by each Business Unit. Years 1-4 are well defined in most areas, with the exception of:

- Wharves renewal – 1 year, awaiting condition data to inform further years' programs
- Reactive stormwater renewal – this program is generated through customer requests and complaints, which are then prioritised as they are raised by the community. The annual budget allows for a certain amount of work each year, with the remainder rolling to subsequent years, depending on the priority rating.

6 Northern Beaches Council Delivery Program, Operational Plan and Budget
https://www.northernbeaches.nsw.gov.au/council/publications/delivery-operational-plan-budget

Figure 4 Council's 10 Year Capital Investments Across Infrastructure Assets

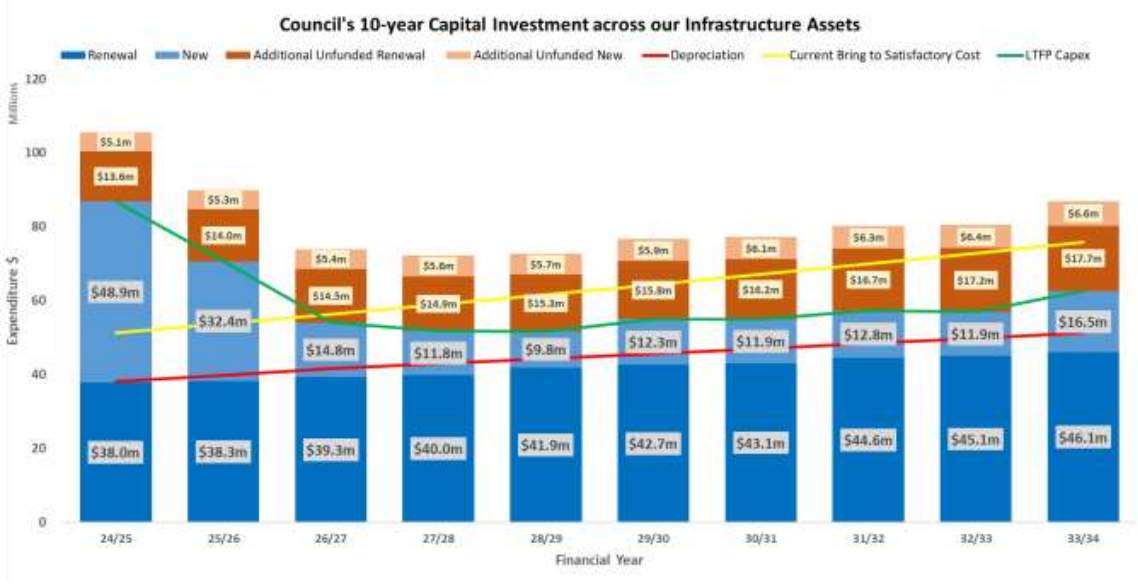
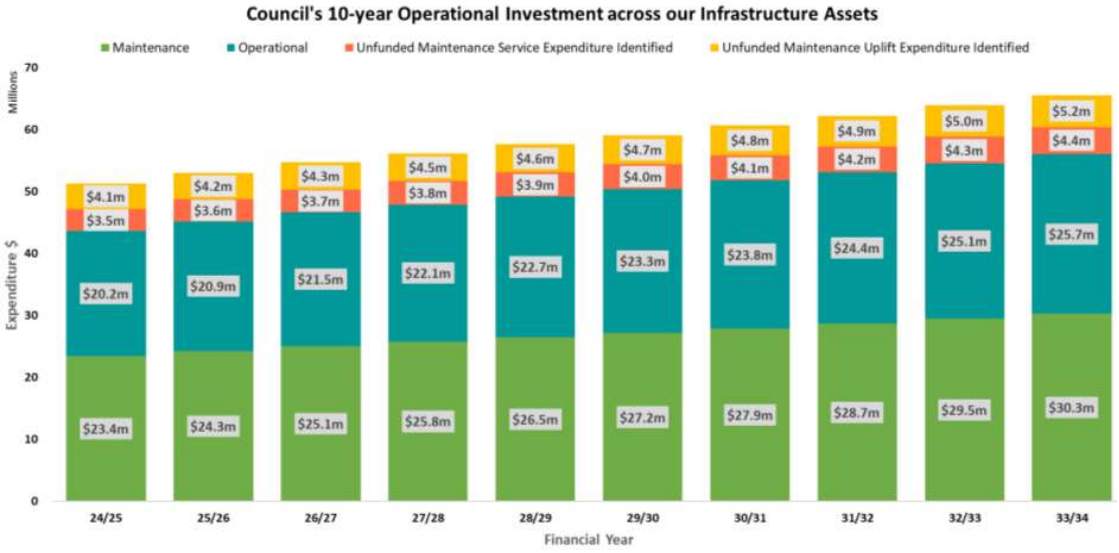


Figure 5 Council's 10 Year Operational Investments Across Infrastructure Assets



1.9 Financial Sustainability

There are four key indicators of sustainable service delivery that are considered in this AMP, shown in Table 6 below. We have also considered our long-term forecasted costs required by our infrastructure assets to continue delivering the agreed service over the 10 year planning period.

Table 6 Financial Sustainability Indicators

Indicator	Target	FY 22/23	Year 0 FY 23/24	Year 1 FY 24/25	Year 2 FY 25/26	Year 3 FY 26/27	Year 4 FY 27/28	Year 5 FY 28/29	Year 6 FY 29/30	Year 7 FY 30/31	Year 8 FY 31/32	Year 9 FY 32/33	Year 10 FY 33/34
Asset Backlog Ratio [a]	<2%	1.5%	1.6%	1.6%	1.6%	1.7%	1.7%	1.7%	1.7%	1.7%	1.8%	1.8%	1.8%
Asset Renewal Ratio [a]	>100%	130.8%	107.4%	99.6%	96.1%	94.6%	93.1%	94.6%	93.7%	91.7%	92.0%	90.4%	89.8%
Asset Renewal Funding Ratio		-	-	76%	75%	75%	75%	75%	75%	75%	75%	75%	74%
Asset Sustainability Ratio [b]		-		75% for the ten year period 24/25 to 33/34									

[a] – Office of Local Government financial reporting ratio

[b] – International Infrastructure Financial Management Manual (2020)

Over the next ten years $559m is required for capital renewal. $419m is provided through the LTFP, and an additional $140m in unfunded renewal works is required (equivalent to $117m in today's dollars).

Emerging issues and considerations

This AMP has highlighted a number of opportunities and issues that need to be addressed to continue or improve our current asset management practices. The below list is a summary of the higher priorities across our infrastructure.

Cost considerations:

- Infrastructure investment in the Long-Term Financial Plan is based on the assumption rates income will be maintained at the level anticipated in Council's financial planning.
- Maintenance and operational budgets being based on CPI increase and a blanket 0.5%-1% of the gross replacement cost of new asset stock, not on what is required to service new/ upgraded assets, means we may not be adequately planning for the maintenance and operational needs of our infrastructure in the future.
- Implementing climate change adaptation measures and resilience solutions across our infrastructure assets portfolio will require increased funding.
- Many of our surf club buildings are experiencing growth in multiple areas, requiring larger facilities to accommodate the groups, including lifeguards, using the facilities. They are generally located on or close to beaches in extremely harsh environments and subject to global warming storm effects and sea level rise. In many cases the most cost effective way to meet regulatory and community needs is to re-build at a cost of between $5-15 million per surf clubhouse.
- A number of retaining wall and slope stability risks have been identified. Current allocation of funds are insufficient to remedy all the high risk sites.
- Recent condition survey of the road network suggest that the proportion of poor and very poor condition assets is greater than what was recorded, and we may require further investment in our roads in the near future to address these condition concerns.

1.10 Service Considerations:

- Some of our condition data is lacking (wharves, stormwater infrastructure) and better information on their condition is required in order to plan for their future needs.
- We are noticing an increasing expectation from the community on our levels of service, which will likely cost more to fund in the future.
- We have noticed the functionality and capacity requirements of our assets are changing for recreational and sporting use. As the needs of the community change, our renewal strategies and services we deliver will also change in the future.
- Waste and other pollutants in our waterways are often conveyed by stormwater. Our community now expects better treatment and removal of waste (especially plastic) which changes the service we will need to provide.
- Technological improvements continue to provide new opportunities for us to better tailor the service we provide and manage our risk including artificial intelligence, better telemetry, and new renewal techniques.

1.11 Risk Considerations:

- The current allocation of funds are insufficient to remedy all the high risk retaining wall and slope stability sites. The available funds are used in a priority order to remedy these sites.
- Limits to funding within the operational budget means asset inspections are not occurring at optimal frequencies for a number of asset classes including open space and recreational assets, as well as tidal pools.
- Changes to statutory requirements (i.e. DDA requirements) may put Council at risk of being sued by a member of the public if our buildings do not meet current requirements, even if the building did not require such access when it was built. Our compliance risk is increasing and needs to be addressed through additional funding.
- Climate change is placing more stress on our infrastructure assets where the assets have not been designed to withstand future storm events.

1.12 How We Are Improving Our Service

Over the next few years, we are focused on improving our asset management practices in the following areas:

- Our knowledge of our assets through data collection activities, register audits, and extending our knowledge to improve the capture of functionality and capacity of our assets.
- The ways we report on our assets and our asset management performance through the use of benchmarks and indicators to monitor our compliance and financial sustainability.
- How we plan our capital works through developing detailed programs based on the needs of the assets.
- How we operate and maintain our assets and plan for the future through robust methodologies, maintenance benchmarks and indicators, and lifecycle cost data.
- The levels of service we are delivering to the community taking into account the needs and requirements of the community.
- Cross-organisation asset management improvements to strengthen our approaches across all of our infrastructure.
- Building capacity within Council to deliver improved asset management services.

2. INTRODUCTION

Infrastructure assets are an integral part of the Northern Beaches communities' way of life. They provide transport links for people to get around, recreational activities for our community, ensure properties and people are safe from flooding and our waterways are healthy, and provide meeting places and essential community facilities.

Council is the custodian of $3.45 billion[7] of infrastructure assets, including buildings, roads, footpaths, stormwater drainage, swimming pools, bridges, wharves, playgrounds, sports fields, seawalls and other built infrastructure located on Council land. As the custodian, Council is responsible for operating, maintaining and delivering its existing and new assets now and in the future, and ensuring there is adequate provisions and resources to do so.

Asset management is a "whole of life" approach to ensure the delivery of assets to the community in a sustainable manner. Good asset management maintains an understanding of the cost, risk and performance considerations in the short, medium and long-term, when making decisions regarding community owned infrastructure assets.

The International Infrastructure Management Manual[8] defines an Asset Management Plan as "… a written representation of the intended asset management programs for one of more infrastructure networks based on the controlling organisation's understanding of customer requirements, existing and projected networks, and asset conditions and performance."

This section sets out the objectives and the scope of this Asset Management Plan (AMP), presents our strategic direction, and discusses the responsibilities for implementation across Council.

2.1 About This Plan

This Asset Management Plan communicates the requirements for the sustainable delivery of services through management of assets, compliance with regulatory requirements, and required funding to provide the appropriate levels of service over the next 10 years.

This is a detailed long-term plan. It describes the actions and resources required to operate, maintain and deliver existing services to an agreed level of service in the most cost-effective way, while planning for future growth, development and demand across the LGA.

Asset management planning is an essential component of the NSW Office of Local Government's Integrated Planning and Reporting (IP&R) Framework[9] as part of our long-term Resourcing Strategy. The Northern Beaches Council's asset planning framework consists of three documents and outlines how Council manages its assets through:

- Asset Management Policy which provides a clear direction and principles for our asset management
- Asset Management Strategy, which shows how our asset portfolio supports the services required by the community, and
- This Asset Management Plan, which provides specific details on how Council manages our assets now and how we are planning for the future.

This AMP covers:

- All infrastructure assets under our control,
- The service level (or standard) we are delivering to the community,
- Our critical assets and specific management practices associated with these assets,
- Management practices and standards employed to our assets, including condition monitoring, asset reporting and asset valuations,
- Provides a long-term indication of asset management requirements (including expenditure) and work programs,

[7] Gross replacement cost, as reported in Council's *Financial Statements for the Year Ended 30 June 2023*

[8] International Infrastructure Management Manual 2015

9 https://www.olg.nsw.gov.au/councils/integrated-planning-and-reporting/

- Long-term financial plan for managing Council's assets, and
- Improvements that can and should be made in the future to better the service Council delivers.

2.2 Our Strategic Direction

This AMP sets out our current management practices and identifies areas of improvement to strengthen and improve our practices.

The AMP along with the Asset Policy and Asset Strategy forms Council's Asset Management Framework. This framework ensures that Council's Asset Management practices align with the Community Strategic Plan, are based on continuous improvement and have a focus on both environmental and financial sustainable practice.

The policy supports Council to achieve sustainable, consistent and sound asset management to deliver on community objectives, in a transparent and trusted manner that reflects the values of the community. The supporting principles are:

- Plan for and provide assets that are safe, adaptive, fit-for-purpose and resilient
- Meet the needs of the community into the future
- Follow best value and sustainable asset management practices
- Promote best practice asset management and clear responsibilities within the organisation
- Comply with legislative requirements and industry standards

The Strategy aligns the policy principles to strategic objectives for the next ten years:

- Implement the asset management framework for consistent, systematic, and sustainable asset management planning and delivery.
- Integrate asset management, long term financial and strategic resource planning to ensure Council's long-term financial sustainability.
- Allocate adequate resources to asset management functions across the organisation, ensuring roles and responsibilities are well defined, understood and accepted
- Consult with the community and key stakeholders to establish agreed levels of service to meet current and changing needs.
- Implement asset management procedures to ensure that best value, best practice and legislative compliance are implemented and exhibited throughout Council
- Apply risk management practices to ensure sound asset performance, community safety and resilience, including risks associated with climate change and other stressors.
- Focus adaptation and mitigation investment on critical assets and infrastructure to ensure they are resilient to natural disasters and climate change impacts
- Ensure asset management decisions consider sustainability and adaptability, based on full life cycle costs through acquisition, operation, maintenance, renewal, adaptation and disposal.
- Build understanding of system and asset risks, interdependencies, vulnerabilities, and identify opportunities to improve continuity, redundancy and scalability

A range of our Strategies and Plans[10], adopted by Council, also help guide the strategic and practical direction of our infrastructure portfolios. These have been referenced in developing this AMP, particularly in the development of our forward programs and future expenditure. This is to ensure our public infrastructure is meeting the needs of our community, and we can sustainably manage the assets in the future.

Private and commercial development plans are expected to have an impact on our infrastructure assets, but the extent of that impact will not be known until these plans are finalised. Information from this AMP and our asset management planning can help other areas of Council plan large scale developments, such as informing funding levels for development contributions.

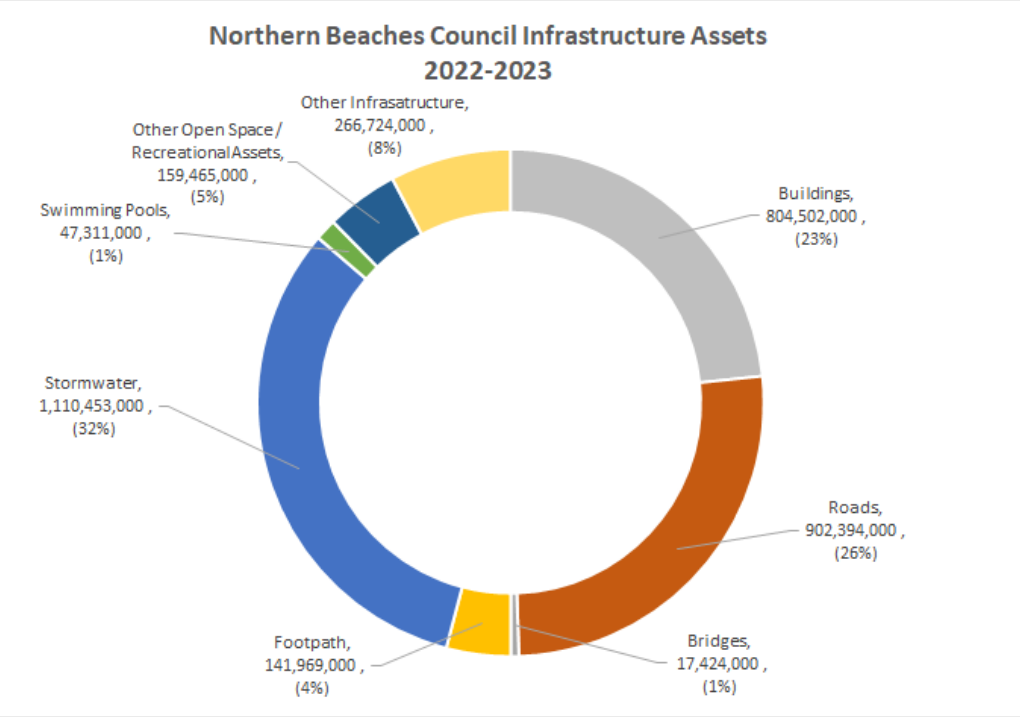
[10] *https://www.northernbeaches.nsw.gov.au/council/publications/strategies-and-plans*

2.3 Overview of Our Assets

This AMP covers the management of all of Council's infrastructure assets, including buildings, roads, footpaths, bridges, stormwater, open space/recreational assets, and other infrastructure such as wharves, sea walls, steps, and boat ramps. It is important that our assets are managed effectively and efficiently to provide the community's expected level of service and maximise the benefit of these assets to the community.

Council manages $3.45 billion of infrastructure assets across the LGA. We report on our assets in our Financial Statements every year. The report breaks down our asset portfolio across eight different asset categories aligned to the Report on Infrastructure Assets in the Annual Financial Statements.

Figure 6 Value of Council's Infrastructure Assets



Approximately 58% of our infrastructure assets are our roads and stormwater assets, 23% are our buildings (No. of buildings), and about 5% are our open space and recreational assets.

Infrastructure that is outside of Council's ownership includes:

- State owned roads (Beach Road, Ocean Road, Barrenjoey Road, Pittwater Road, Warringah Road, Condamine Street (Brookvale to Burnt Bridge Creek Deviation) , Burnt Bridge Creek Deviation and Myrtle Street overpass, Forest Way, Wakehurst Parkway, Mona Vale Road, McCarrs Creek Road (From Terrey Hills to McCarrs Creek Reserve), Liberator General San Martin Drive, Sydney Road, Belgrave Street, Manly Road and Frenchs Forest Road (in Seaforth),
- Stormwater networks under State owned roads,
- Sydney Water assets,
- Traffic signals, speed limit and school zone signage,
- Pedestrian bridges on Starkey Street, Forestville; Forestville Avenue, Forestville; Forest Way, Frenchs Forest; and Hilmer Street, Frenchs Forest, Pittwater Rd, Brookvale
- Stormwater assets in Warringah Mall and Warriewood Square, and
- Privately owned or managed assets.

This AMP covers only infrastructure assets owned and/or the responsibility of Council.

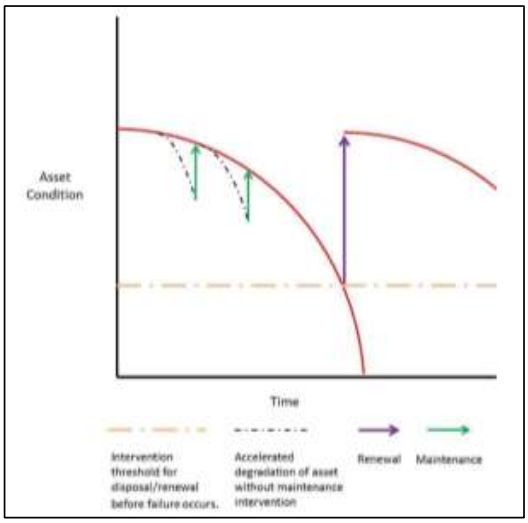
2.4 Lifecycle Management Plan

The lifecycle management plan details how Council plans to manage and operate its assets at the agreed level of service while managing lifecycle costs. This includes planning for:

- Acquiring new assets (through construction or gifted to Council)
- Operating assets
- Maintaining assets
- Renewing assets
- Disposing of assets where required.

Lifecycle planning is a key asset management tool that considers the whole-of-life implications and not just the initial capital cost and short-term timeframe. Each stage of the asset lifecycle requires Council to identify, plan and implement practices for managing assets.

Figure 7 Asset Lifecycle



This section outlines how Council manages risk, health and safety, asset creation, operations and maintenance, condition monitoring, renewals and asset disposal.

2.5 Our Asset Management Team

This AMP was developed in consultation with Council's Asset Owners, Financial Planning and Systems, and Corporate Strategy teams.

Our infrastructure asset portfolio is managed by four Business Units:

- **Transport and Civil Infrastructure** - manages roads, kerb and gutter, footpaths, cycleways, bridges, car parks, wharves, tidal pools and other built infrastructure which lies within the road reserve (e.g. retaining walls).
- **Environment and Climate Change** - manages stormwater assets including pipes, pits, water quality devices, gross pollutant traps and detention basins.
- **Parks and Recreation** - manages open space and recreational assets, including playgrounds, sports fields, rock pools, sea walls and other built infrastructure which lies within a council reserve (e.g. retaining walls, pedestrian bridges, walkways).
- **Property** - manages our building portfolio which covers community centres, sporting buildings and amenities, surf clubs, public amenities, aquatic centres and swimming pools.

Each Business Unit is responsible for the planning, design, construction, maintenance, renewal and disposal of the infrastructure under their control. Table 7 below outlines the roles within each Business Unit.

Table 7 Asset Management Roles and Responsibilities

Role	Responsibilities
Executive Manager	Designated asset owner. Sets strategic objectives and develops long term goals of the Business Unit Raises issues to senior Council management and external stakeholders on infrastructure outcomes/delivery.
Asset Management Team	Responsible for the asset management planning of infrastructure, including: • Developing future programs • Delivery of capital programs • Maintaining and updating the asset register • Undertaking asset revaluations • Preparing schedules for assets, such as condition, routine inspections and maintenance • Preparing information and reporting on our assets
Operations/ Maintenance Teams	Responsible for undertaking maintenance and operations tasks/activities on our assets.
Manager, Asset Strategy & Planning	Sets the strategic direction for asset management throughout Council and provides direction and leadership in managing/co-ordinating staff and other resources to ensure: • Delivery of the strategic overarching asset management direction / guidance for all of Council's asset areas • Development and implementation of Council's Asset Management Policy and Asset Management Strategy. • Coordination and oversight of the development of all Asset Management Plans across Council in conjunction with Council's Asset Managers

Specific roles and responsibilities for teams in each Business Unit are outlined in Section 1.15 in each of the sub Asset Management Plans . In some cases, roles across the asset lifecycle are resourced in other Business Units and these are outlined in our Asset Ownership matrix[11].

Other Business Units across Council also play a role in the management of our infrastructure assets, as described below:

- Financial Planning and Systems: The finance team manages and updates our financial asset register. They are also responsible for preparing the annual financial statements, including the asset reports. However, the asset management teams work closely with Financial Planning and Systems to prepare these.
- Capital Projects: Provides design and delivery services of infrastructure capital programs, often our large capital projects.
- Waste and Cleansing: This team provides operations (i.e. waste management and cleansing) to ensure Council's infrastructure meets the expectations of the community. Activities include street sweeping, cleaning of bus shelters, graffiti removal and litter bin emptying.
- Information and Digital Technology (IDT): The Spatial Information team manages and updates Council's GIS system, including assisting our asset management teams with mapping of our infrastructure assets. The IDT team is also responsible for the implementation of our corporate IT systems and assist our asset management teams with data management of our assets.

[11] Internal document. TRIM ref: 2018/402728

3. OUR ASSET MANAGEMENT SYSTEM & PRACTICES

Successful asset management is reliant on robust processes, systems and software, and reliable data. Used in conjunction, these components can assist staff to monitor, review and plan asset management activities across Council's infrastructure assets to ensure our assets are delivering the agreed level of service to the community.

This section outlines our current processes, systems and software, and data used to manage and report on our assets.

Our asset management journey is continually evolving and as we gather more information on our assets and become more mature and sophisticated in our practices, our processes, systems and data are updated. A list of improvement activities is listed in Section 12.

3.1 Processes

We have the following asset management processes documented in our Process Map system (ProMapp):

- Undertake the Asset Management Plan annual review
- Undertake year end tasks for infrastructure assets
- Undertake a desktop revaluation of infrastructure assets
- Undertake a revaluation of infrastructure assets
- Capital asset creation in the Corporate Systems (including creating a financial book and commissioning an asset in the finance system, and mapping of assets)
- Assess assets for impairment
- Identify and report on critical assets
- Create asset component code in Works and Assets
- Preparing Special Schedule 7[12] (SS7) report for infrastructure assets
- Renewal disposals for infrastructure assets
- Asset management responsibilities matrix updates and maintenance

These processes are reviewed and updated regularly as the process is refined for better efficiencies and improvements.

Other processes relevant to specific infrastructure assets or capital project delivery are also documented in ProMapp:

- Management of new geotechnical assets
- Asset/Project handover to asset teams (including supporting documentation required as part of the handover)
- Managing customer requests
- Project management (via CapexPMM process)

Other processes that are under review and on-going improvements include:

- Risk management
- Operations and maintenance management
- Prioritisation of renewal programs and forecasting
- Formalising methodologies and practices
- Contract management and supervision

3.2 Systems

We employ IT software to house our asset and financial registers, maintain our maintenance and operational work schedules, and manage work requests. We also employ a GIS mapping software to spatially represent our assets across the LGA.

[12] Now called the *Report of Infrastructure Assets*

3.3 Technology One

Technology One (TechOne) is employed as our Enterprise Asset Management (EAM) software. TechOne provides integration between the asset database/register to works requests and orders, to capital projects and expenditure, to the financial register, to the property database (Property and Rating Module). TechOne is also linked to our GIS system and customer request management system.

Finance and Assets Module:

The Finance and Assets Module in TechOne is used as Council's asset register/database. This module records:

- Asset details (hierarchy, description and naming)
- Asset attributes (dimension data, location, condition, ownership)
- Work history and records
- Inspection records
- Financial records

The asset register includes both capital and operational assets, as required by staff. Capital assets, also known as financial assets, are those assets that are valued, capitalised and depreciated over their life. Operational assets, also known as non-financial assets, are smaller value assets that do not require the same level of financial management. Instead, these assets are used to record for works in the field and are financially accounted as a network or aggregate asset for reporting purposes.

The module provides integration with the financial register for each capital asset, and to projects in order to assign capital works to assets. The advantage of this is that financial expenditure can be accurately allocated back to assets, which greatly improves the ability of Council to make financially sound asset management decisions.

The connectivity with customer requests lets assets be directly related to requests, creating inspection and maintenance histories on the assets, which can provide data on the network's condition, function and capacity, and inform future renewal works.

We have also rolled out a mobile solution for field staff to upload data from the field into TechOne, usually through work orders. Staff in the field can work remotely with the use of web-based mobility on any tablet, phone or laptop. Staff can receive tasks and work in the field, complete the work order, locate and attach assets to tasks, and record time spent on the works.

3.4 SEA

Council uses GIS Software to spatially map its assets. Spatially Enabled Application (SEA) is Council's interface for its mapping system, and visually displays assets from the asset register, including some operational assets. The use of spatial mapping allows staff to locate assets easily and capture desktop information on its attributes (such as area, length and width).

SEA has many layers that can assist staff with planning. Other layers of interest to assets include critical assets, high risk assets of climate change, maintenance responsibilities, areas of environmental significance or heritage listing, asset ownership.

The functionality and management of the SEA interface is managed by IDT; however, the data predominantly comes from the asset register which is maintained by the asset teams.

3.5 MAGIQ

MAGIQ is a software platform that assists us in presenting, analysing and reporting our finance data across our assets, budgets and projects. It relies on the data in the TechOne register. It is highly utilised in preparing our annual statutory reports.

3.6 Promapp

We use the Promapp tool to prepare and manage our asset management processes. Staff across council can view all processes and gain guidance on the process to ensure consistency across asset management practices.

3.7 Go Asset

In addition, Council's Road Asset Managers use "Go Asset" Pavement Management System (PMS) to manage the road pavement assets. This system provides the ability to use predictive renewal modelling to establish works programs.

3.8 Data Sources

Asset data is collected through various sources. The asset data in the current register has been compiled through Council's historical records and databases (i.e. prior systems, excel spreadsheets, maps). This data is continuously verified and updated through inspections, both in the field and utilising aerial photography and mapping software providers (i.e. Nearmap).

Other sources of data include:

- Condition assessments on regular schedules
- Scheduled maintenance and operational inspections
- Reactive maintenance tasks
- Structural inspections
- CCTV footage of underground assets
- Work as executed plans
- Data collection exercises
- Property sales
- Development applications
- Revaluation exercises

3.9 Confidence Levels

There is a high level of confidence around our known asset register for most asset categories. An extensive data collection exercise was undertaken across all asset classes from FY 17/18 to FY 19/20, which greatly improved the level of confidence of our data. Through regular data collection exercises and condition inspections in place, we have confidence that our known asset register is highly reliable. We have CCTV inspection and condition data for 26% of our Stormwater network, and this is an area for improvement, as described in the Stormwater Infrastructure Asset Management Plan.

Every three to five years we undergo a comprehensive asset revaluation across our infrastructure assets, and we review the entirety of our asset register at this time. Each year, we undertake a desktop review of our registers where a sample of our register is reviewed.

Throughout the year, we actively create and update our asset register with new assets and renewed assets to accurately reflect what is in the field.

However, there is some missing data within the register, where asset attributes are not complete, test points for critical assets have not been generated, or there are inconsistent naming conventions across asset categories. However, this is considered low risk and is being addressed through our annual reviews of the register. Missing or incomplete condition data is being updated through programmed condition audits, on a priority basis.

3.10 Preparing This Plan

The expenditure and valuations projections in this AMP are based on best available data. Currency and accuracy of data is critical to effective asset and financial management, so an assessment of the data used was undertaken, and it was estimated that the confidence level and reliability of data used in this AMP was reliable aligning with the Long Term Financial Plan.

4. LEVELS OF SERVICE

Our Community Strategic Plan (CSP)[13] explains our vision as:

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

Our internal purpose is:

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

With our vision and purpose in mind, we have developed a customer service charter which sets out the standards of customer service the community can expect as we aim to deliver a wide range of accessible, high quality services to meet the community's needs. Our assets are an integral part of delivering agreed services to the community.

We have both community and technical levels of service. These are a starting point and have been based on existing consultation through projects, strategies, programs and budgets that have been exhibited and adopted by Council. These will be further defined through consultation with the community over the next five years.

In 2020/21, Council undertook a review of its services and developed comprehensive levels of service we currently deliver to the community. The levels of service below for our infrastructure assets have been informed by this work.

Four business units (Transport and Civil Infrastructure, Stormwater, Parks and Recreation, and Property) provide the management of our infrastructure assets and administer the design, planning and delivery of new assets to our portfolio.

4.1 Our Stakeholders and Community

Council recognises that there are a wide range of customers and stakeholders with an interest in how our assets are managed. Residents, special interest groups and other ratepayers are just some of the groups that we engage with to ensure that the right level of service is provided in a cost-effective manner.

[13] *Community Strategic Plan 2040, Northern Beaches Council*

Table 8 below outlines the key stakeholders to our infrastructure asset management planning.

Table 8 Key NBC Stakeholders

Customer / Stakeholder	Relationship	Needs / expectations
	EXTERNAL	
Residents, Ratepayers and Commercial Occupants, Users	Input into desired levels of service provided to them as ratepayers, users and neighbours.	Require services delivered by our infrastructure that are safe, functional and fit for purpose.
Community, interest and strategic reference groups	Input into desired levels of service provided to the community.	Require appropriate, well maintained, functional, fit for purpose assets and facilities, delivering a high level of service, that has minimal impact on the environment.
Contractors and consultants	Assist Council to operate, maintain, and construct our infrastructure assets.	Require asset information to perform their agreed / contracted service.
Developers	Provide and deliver community infrastructure that is handed over (ownership) to Council to manage and maintain for its life. Council's technical specifications and standards of construction are required to be met.	Require Council's technical specifications and standards of construction are shared. Require asset information and data attributed to their site. Require consent on construction works to be achieved.
State Government entities (i.e. Transport for NSW; NSW Department of Lands; Department of Planning, Industry and Environment (DPIE); NSW Office of Local Government)	State Government owns some assets that lie within the Northern Beaches LGA Council acts as a trustee for crown owned land. State Government offers many grants for assets and funding to councils (i.e. grant funding for regional roads, road safety programs, floodplain management). Regulatory End of Financial Year reporting guidance to ensure consistency.	Reporting on their assets, where required (i.e. Crown reserves). Reporting on grant expenditure. Street naming and property addresses in line with State Government. Management of community assets. Coordination of works and sharing of asset information (location, attributes, etc). Financial statements and end of year reporting.
Environmental Protection Authority (DPIE) and Department of Primary Industries	Advisory and approval authority for contaminated sites and works affecting waterways.	Require consultation when appropriate and compliance with environmental legislation at all times.
Utilities (i.e. Sydney Water, Telstra, NBN, Ausgrid, Jemena, Optus etc)	Provide services to our residents. Their assets are located within our land and/or our assets (i.e. underground utilities). They are required to restore any damage to our assets through their works. Coordination of work programs from utilities and Council. Sydney Water manages sewer overflows into the stormwater network.	Require access to their assets for maintenance and management. Sharing of information to improve coordination, planning and delivery or management activities. Notify of work programs. Require asset information and data.
Emergency services (Police, Fire, Ambulance, SES)	Provision of emergency services across the LGA.	Require access to Council services and approval processes, and support from Council in emergency situations. Additionally, we are an asset provider such as RFS Buildings.
Commercial groups (i.e. Chambers of Commerce, Manly Sea Eagles)	Input into desired levels of service provided to the community.	Require appropriate, well maintained, functional, fit for purpose assets and facilities, delivering a high level of service, that has minimal impact on the environment.
	INTERNAL	
Elected Council	High level of input into levels of service. Responsible for adopting asset management documents, budgets, operational plan (including forward program). Ensure sufficient resources are applied to manage our assets effectively and sustainably.	Require accurate, concise and current data and information to make informed decisions.

Customer / Stakeholder	Relationship	Needs / expectations
Chief Executive Team (CET), Strategic Asset Management Panel	High level of input into levels of service. Responsible for: - Developing and implementing the asset management framework. - Promoting asset management across the organisation. - Ensuring teams are adequately resourced to deliver on this Policy. - Consulting with the community and key stakeholders on agreed levels of service and intervention levels.	Require accurate, concise and current data and information to make informed decisions.
Internal Business Units (asset owners, maintenance providers, users, finance, IT, capital delivery providers)	Developing holistic strategies and budgets related to infrastructure assets. Identifying needs, service gaps, demand/capacity for assets. Sharing delivery of services. Managing financial and spatial asset registers and mapping functions. Digital storage of data and asset management software.	Require accurate, concise and current data and information to make informed decisions. Sharing of information and knowledge on assets. Require data and assistance in statutory reporting on assets.
Northern Beaches Local Traffic Committee (NBLTC)	The NBLTC is a technical committee which deals with traffic and parking related matters in accordance with RMS delegations. NBLTC complies with State Government guidelines and delegations.	Require accurate asset data and information to prepare reports.
Customer service teams	Act as the primary interface between Council and the community	Sharing of information and knowledge on assets.

4.2 Engagement

Council is required under the Local Government Act (1993) to "provide directly or on behalf of other levels of government, after due consultation, adequate, equitable and appropriate services and facilities for the community and to ensure that those services and facilities are managed efficiently and effectively".

Community engagement is an important aspect of the management and planning of assets through:

- Identifying the needs of the community,
- Understanding the expectations of the community in relation to the services we deliver,
- Enhancing efficiency and effectiveness to deliver what the community needs and expects, and
- Strengthening the links between Council and the community.

Council has a Community Engagement Framework, which includes a Policy, Strategy and matrix to aid effective engagement with the community. We ensure all interested stakeholders in our community have an opportunity to comment, provide feedback, and influence the level of service decisions through:

- Engagement with key stakeholders during the development of the Community Strategic Plan, Resourcing Strategy, Delivery Program and Budgets,
- Public exhibition of strategic documents (e.g. strategies, masterplans, policies),
- Consultation with affected persons on specific capital works projects and other projects,
- Engagement with key community organisations, such as precinct committees, regular users of facilities/assets, community groups, etc, and
- Informal feedback through customer requests.

Council also undertakes regular community surveys to gain insight into perceptions and community's opinions on the services that Council provides. The results of the survey provide us with a good basis as to what assets and services the community values the most. The survey also provides an insight into what assets and services the community are satisfied with and areas where improvements may

be desired. The last survey was conducted in February 2022 an independent research company through a random telephone survey[14].

4.3 Our Customers

In 2019 and 2022, our community provided feedback to Council in a community survey, on the satisfaction and importance of over 40 Council-managed facilities and services. Half of these are related to our portfolio of infrastructure assets.

The 600 survey participants provided a representative sample of the demographics of the Northern Beaches community and were randomly selected for the telephone survey. They answered a series of scale-based questions designed to understand their satisfaction and importance they placed on Council's various services. A 1-5 point scale was utilised for gauging importance and satisfaction, where 1 = not at all, 3 = neutral and 5 = very.

Across all the service areas, the key results on a 1–5 point scale show:

- 2019: average satisfaction rating was 3.49 and the average importance rating 4.05
- 2022: average satisfaction rating was 3.52 and the average importance rating 4.16

The key services related to infrastructure assets can be sorted in relation to the average rating for satisfaction and importance, highlighting their performance gap in 2022 as shown in Table 4. Those in the top row are of high importance and focus on the assets that are of more interest to the survey respondents for improving or maintaining. Table 9 below also highlights various assets with a significant change in satisfaction from 2019 to 2022.

Table 9 Importance and Satisfaction of Infrastructure Asset Related Services 2022

Importance	Satisfaction: Low	Satisfaction: High
High	IMPROVE: • Footpaths • Condition of local roads • Parking ↑ • Traffic management ↑ • Condition of public amenities ↑ • Management of local flooding	MAINTAIN: • Maintenance of headlands, beaches and rockpools • Parks and recreation areas ↑ • Sporting fields and amenities ↑ • Trails and tracks • Clean villages and town centres • Vibrant villages and town centres • Council operates in an environmentally friendly way
Low	• Arts and culture facilities ↓ • Facilities for people with disabilities ↑ • Facilities for youth • Bike paths	• Bus shelters • Aquatic centres • Wharves and boat ramps • Facilities for older people • Community centres

Key: ↑ satisfaction significantly increased since 2019 ↓ satisfaction significantly decreased since 2019

Figure 7 below shows visually for each asset category the importance against satisfaction score:

[14] *https://www.northernbeaches.nsw.gov.au/council/have-your-say/community-survey*

Figure 7 Community survey results: importance and satisfaction of infrastructure assets 2022

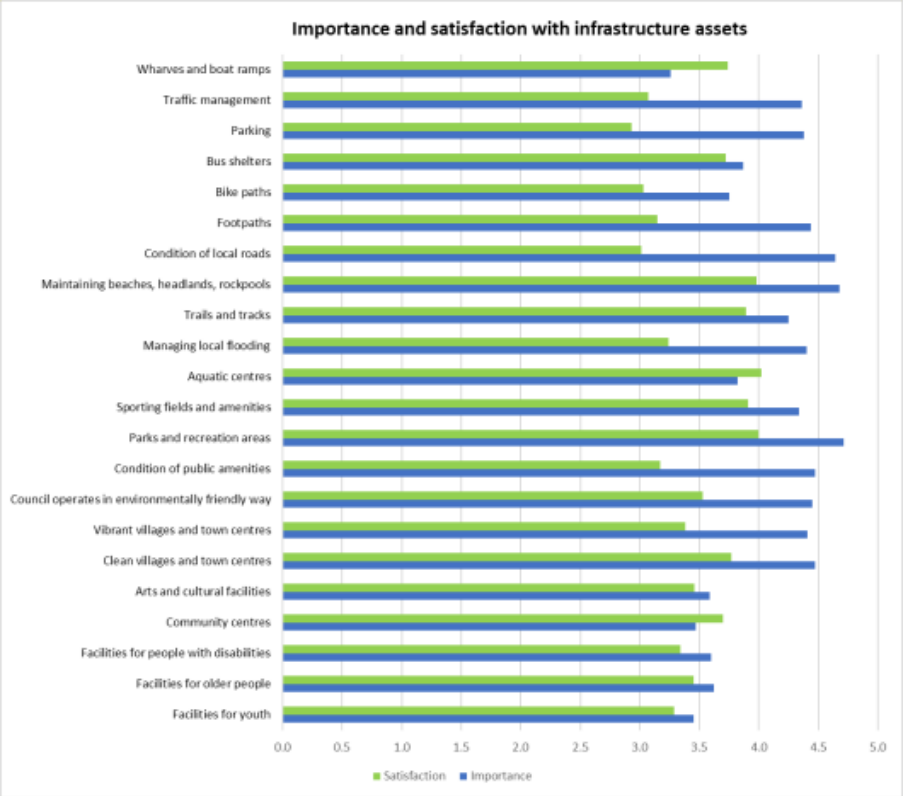
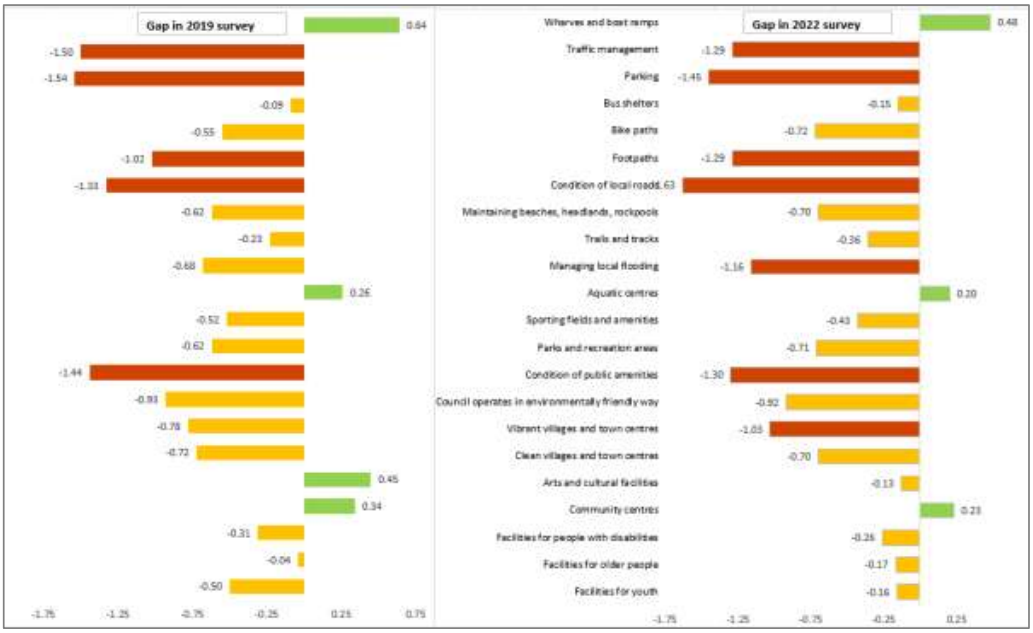


Figure 8 below charts the gaps in 2019 and 2022. While commonly most assets have higher importance than satisfaction, in 2022 several had higher satisfaction (shown in green):

- Wharves and boat ramps
- Aquatic centres
- Community centres

For most assets there are minor variations in their gap over time. Moderate variations may have been influenced by repeated COVID lockdowns (e.g. vibrant villages and town centres; arts and culture facilities), or La Nina storm events and flooding in 2021/22 (e.g. management of flooding). Those shown in green and orange meet Council's desired level of service, which is a gap of less than -1.0.

Figure 8 Community Survey Results: Gap Analysis between Importance and Satisfaction 2019 and 2022



While the performance gaps highlight some assets of possible concern for the community, it is also valuable to consider those which are the greatest drivers of satisfaction with Council. The 2022 survey report recommends that Council consider these four assets which are top satisfactions drivers:

- Maintaining satisfaction with:
  - Council operates in an environmentally friendly way (e.g. sustainability solutions/ retrofits)
  - Condition of public amenities
- Improving satisfaction with:
  - Traffic management
  - Condition of local roads.

These community survey results have been incorporated in the planning for maintenance and renewal programs, and also to assist in identifying Unfunded Program gaps which are described further in the four sub-Asset Management Plans.

4.4 Levels of Service

Levels of service are standards or targets that inform staff of the requirements for the management of our infrastructure assets. Service levels are the link between satisfying community service needs and the cost of providing the service.

If the community is displeased with the services that we provide, it can be pointed directly back to our levels of service that govern the way we manage our assets. To improve community satisfaction with assets, the levels of service need to be carefully reviewed, and in conjunction with community feedback, adjusted accordingly to better fit the priorities of the community. In most cases, improving levels of service will increase the cost of that service. It is important that any financial implications from changes made to the current levels of service are considered to ensure Council remains financial sustainable while meeting the expectations of the community.

Service levels are measured at two levels:

- **Community levels of service:** Community levels of service contain the performance measures that Council will use to obtain feedback on its level of performance from its

residents / customers. Typically, this is measured regarding the quality (condition), function and capacity of our assets, as well as responsiveness to the customer.

- **Technical levels of service:** Technical levels of service are the operational or technical performance measures that Council uses in providing the service. These technical measures relate to the activities and allocation of resources to best achieve the desired customer outcomes and demonstrate effective performance. Typically, these are measures across the lifecycle of an asset: Acquisition and Upgrade, Renewal, Maintenance and Operations, and have an annual budget to cover the activity.

The service objectives have been developed based on information from the following guides and documents:

- IPWEA Practice Note 3 – Levels of Service methodology
- International Infrastructure Management Manual (IIMM) (2015)
- Northern Beaches Council Community Strategic Plan

In FY 2020/21, we undertook a review of the services we were delivering to the community. These have been used to help inform the levels of service our infrastructure assets provide.

Table 9 below outlines our agreed Community Levels of Service, including our service objective, current performance based on the specific performance measures, desired level of service and expected position in 10 years based on the current Long Term Financial Plan (LTFP).

Table 10 below outlines our Technical Levels of Service, including our service objectives, current performance for technical levels of services and the target performance we are striving to achieve based on our current resource allocation. This effectively shows the technical activities required to meet the desired outcomes.

Table 11 below provides additional Technical Levels of Service related to stormwater assets.

Table 9 Community Levels of Service

Service Attribute	Service Objective	Performance Measure Process	Current Performance	Desired Level of Service	Expected position in 10yrs based on projected resources
Quality	Provide well maintained infrastructure assets for the community.	Community Survey satisfaction measure for infrastructure assets.	2019 asset satisfaction out of 5: • ranged 2.77 – 4.03 • Average = 3.21 • No. asset areas <3.5 = 11 2022 asset satisfaction out of 5: • Ranged 2.93-4.02 • Average = 3.29 • No asset areas <3.5 = 12	Satisfaction rating increases by 0.5 rating out of 5, per asset type.	Satisfaction measure for all infrastructure asset related service areas >3.5 out of 5.
Function	Provide infrastructure assets that perform their intended purpose, meets user requirements, and are safe for public use.				
Capacity	Provide infrastructure assets that are adequate to meet the usage demands of the community.	Gap between satisfaction vs importance on the community survey for infrastructure asset related services.	2019 asset gap measure: • ranged -1.54 to 0.64 • Average gap measure = - 0.53 • No. asset areas gap > 0 = 4 • No. asset areas gap < -0.5 = 13 • No. asset areas gap < -1.0 = 5 2022 asset gap measure: • ranged -1.63 to 0.48 • Average gap measure = - 0.62 • No. asset areas gap > 0 = 3 • No. asset areas gap < -0.5 = 12 • No. asset areas gap < -1.0 = 7	Gap > -1.0 difference between customer satisfaction rating and importance rating for assets.	Gap for all infrastructure asset related service >-1.0 difference between customer satisfaction rating and importance rating.
Responsiveness	Respond to customer requests within the agreed timeframes.	CRM response times compared with agreed timeframes	TBD	>80 % of all customer requests are adequately responded to within target response times.	>90% of all customer requests are adequately responded to within target response times.

Table 10 Technical Levels of Service

Service Attribute	Service Objective	Activity Measure Process	Current Performance	Recommended / Target Performance
Acquisition / New / Upgrade	Provide new and upgrade assets in accordance with Council's adopted Delivery Program.	Expenditure on capital new assets in accordance with Delivery Program and LTFP.	90% delivery of approved forecast budget.	90 % of approved budget forecast.
Renewal	Provide adequate renewal activities across infrastructure assets to return the service capability of the assets.	Renewal ratio, as reported in Council's financial statements under the *Report of Infrastructure Assets*[15]	130 %	100 %[16]
	Critical assets remain in a satisfactory condition to deliver the agreed level of service.	Number of critical assets in condition 4 or 5 (equivalent to technical condition 7,8,9,10)	Buildings – 0 components Stormwater - 1 pipe Roads – 20 (out of 67) Bridges – 0 bridge components Pedestrian Bridges in Reserves - 0 Wharves – 2 components (out of 16 wharves) Sea Walls – 0 (out of 23) Retaining Walls – 0 Retaining Walls in Reserves – 0	Zero critical assets in condition 4 or 5 (equivalent to technical condition 7 or above)
	Renewal strategy in terms of condition across network.	Condition of network assets through SS7 report		Key groups only. TBD
	Provide optimised forward renewal programs that intervenes at appropriate stages in the asset lifecycle to ensure assets remain at an appropriate service condition.	Percentage of renewal programs, across our assets, exceeding 4 years, prepared and optimised using asset data. Focused on following asset classes: - Roads - Footpaths - Stormwater (pipes & culverts) - Retaining Walls – Roads - Wharves - Buildings - Playgrounds - Sportsfields	Current renewal programs of 4 years developed: - Roads - Stormwater (pipes & culverts) - Retaining Walls – Roads - Buildings - Playgrounds - Sportsfields Footpaths and Wharves – currently 1 year program	100 % for the following asset classes: - Roads - Footpaths - Stormwater (pipes & culverts) - Retaining Walls – Roads - Wharves - Buildings - Playgrounds - Sportsfields
Maintenance	Provide reactive maintenance activities across infrastructure assets to ensure assets	Completed reactive maintenance activities resolved, measured against the CRM response times	Stormwater – TBD Buildings - 90 % completed Parks – 91 % completed activities within timeframe TCI- TBD	90 % completed activities within CRM response timeframes.

[15] Previously known as Special Schedule 7
[16] Internal target for renewal ratio. OLG benchmark = >100%

Service Attribute	Service Objective	Activity Measure Process	Current Performance	Recommended / Target Performance
	are at an appropriate service condition.	All threats to life and property are made safe within target timeframe.	Stormwater – TBD Buildings – 100 % Parks – 100 % threats made safe within timeframes TCI- TBD	100 % threats to life and property made safe within response timeframes (look up response times for make safe).
	Proactively identify and address infrastructure asset issues before they impact on customers.	Completed maintenance activities as per proactive (planned) maintenance schedules.	Number of maintenance schedules set up in Tech One and / or offline Stormwater – TBD Buildings – 90 % Parks – 100 % completion of maintenance schedules (outside of TechOne) TCI - TBD	100 % maintenance schedules completed each year for the following asset classes, as well as preidentified maintenance tasks raised and completed prior to community identification of the fault.
Operations	Provide regular activities to ensure infrastructure assets are servicing the community.	Expenditure of operational budgets as outlined in LTFP/budget. Operational activities including cleaning, utilities, mowing, etc.	Stormwater - TBD Buildings – 100 % Parks – 100 % TCI – 100%	At least 100 % of operational expenditure (related to asset operational activities) as outlined in the LTFP is expended.
		Completed operational activities as per operational schedules.	TBC	100 % of operational schedules completed in FY.
		Undertake critical asset inspections in accordance with risk dependent frequencies (as per Section 9.1).	Buildings – 100 % Stormwater – 100 % Roads – pending for 2021/2022 Bridges – 100% Pedestrian Bridges in Reserves – 100 % Wharves – 100% Sea Walls – 100 % Retaining Walls – 100% Retaining Walls in Reserves – 100 %	100 % of critical asset inspections undertaken within timeframe outlined in Risk Management approach.
		Percentage of regular programmed inspections of all non-critical infrastructure assets completed, as per inspection programs, including condition inspection.	Buildings – 100 % Parks Assets – 100 % inspection as per risk dependent frequencies, inspected as part of planned maintenance activities. Stormwater Assets – 100 % of schedules completed TCI Assets – 100%	100 % of programmed inspections completed annually.
	Enhanced asset information	Percentage of critical assets with spatial, attribute and condition information.	Stormwater – 100 % - Need to update register Buildings – 100 % Parks – 100 % - Need to incorporate Test Points TCI – 100 %	100 % of known critical asset to have up-to-date spatial, attribute and condition information, assigned on a critical inspection schedule and associated critical asset register records (i.e. critical asset test points)
		Percentage of non-critical assets with spatial, attribute and condition information.	Stormwater – 80 % of known network has attribute and spatial information. 26 % of known network has condition data. Buildings – 100 % Parks – 85 % (estimated)	Stormwater – 30 % of known pipe assets to have spatial, attribute and condition information – target by 2032. Buildings – 100 % of known assets to have spatial, attribute and condition information – target by 2032.

Service Attribute	Service Objective	Activity Measure Process	Current Performance	Recommended / Target Performance
			TCI – TBD - Biggest risk is around retaining walls and condition of them.	Parks – 95 % of known assets to have spatial, attribute and condition information – target by 2032. TCI - TBD

Table 11 Specific Asset Related Technical Levels of Service

Asset	Service Attribute	Service Objective	Activity Measure Process	Current Performance	Recommended / Target Performance
Stormwater	Acquisition / New and Upgrade and Renewal	Fund and implement flood mitigation works in future programs.	Flood mitigation works program developed and implemented.	Existing new and renewal programs developed and 100 % funded through Council funded expenditure. 100 % delivery of programmed works.	100 % delivery of programmed works.
		Provide flood mitigation measures to reduce flood hazard or risk within affected areas, as per adopted plans and strategies.	Renewing stormwater assets to mitigate localised flooding.	90 % delivery of programmed works.	100 % delivery of programmed works.
	Renewal	Provide flood mitigation measures to reduce flood hazard or risk within affected areas, as per adopted plans and strategies.	Narrabeen Lagoon entrance clearance works completed.	Narrabeen Lagoon entrance completed FY 18/19 and 21/22	100 % of works completed every 3-4 years (due by FY 25/26)
	Operations	Flood response protocols in place, documented and understood by staff.	Annual valve inspections for Manly Dam	100 % of annual valve inspections for Manly Dam completed	100 % compliance
		Flood response protocols in place, documented and understood by staff.	Inspections for Lagoons – pre-storm inspections	100 % pre-storm inspections completed	100 % pre-storm inspections completed
			After hours call out procedures in place.	100 %	100 %

5. FUTURE DEMAND

As our community changes over time, the needs and demand for infrastructure can also change – so our planning for future assets needs to keep pace with the services and infrastructure the community requires. Population growth, demographic shifts, and housing, transport and employment requirements are considerations in our future planning of assets and may require allocation and provision of additional services.

For planning the areas identified for future growth, Council identifies the infrastructure demand, and develops a strategy to deliver on these needs. Infrastructure is provided by various means:

a) direct provision by developers through their development consent, i.e. stormwater infrastructure, footpaths, or half-road construction etc.

b) payment of development contributions by developers to fund infrastructure identified in a Contributions Plan: Council will plan and deliver/ construct the infrastructure identified in the Contributions Plan Planning Agreement. This Agreement is between the developer and Council, at the initiation of the developer, to deliver infrastructure or dedicate land at no cost to Council.

Future funding of infrastructure may come from other sources such as Council rates or grants in lieu of development contributions.

This section outlines how our community is growing and changing, the demand for and impact on our infrastructure assets, and the strategies we have in place for managing this change.

5.1 How the Northern Beaches Area is Changing

The Northern Beaches is home to approximately 263,298 people[17]. Over the coming years, the population of the LGA is expected to grow to over 300,000 people by 2036 and over 308,000 by 2041[18]. New development will be focused on centres such as Strategic Centres at Dee Why, Brookvale, Mona Vale, Manly and Frenchs Forest which also serves as hubs for employment[19]. There is also further opportunity for more housing diversity along the existing B-Line bus route.

The following population trends are expected through to 2036 in our community:

- The population will grow across every age group, so there will be more residents living in our LGA requiring access to and the use of our infrastructure assets.
- An increasingly ageing population, with another 18,000 people aged 60 years and over
- A more diverse, family orientated community with parents and homebuilders being the dominant age group (age 35-49), comprising 19.4% of the population
- Demand for another 12,000 more dwellings
- A higher number of attached dwellings, apartments and affordable housing
- More low-scale housing to provide housing diversity e.g. dual occupancies, manor houses, and multi-dwelling forms like terraces.

These changes in age profiles and housing demand have significant implications for the provision of flexible assets and services that can cater for the shifting needs across children, tertiary students and workers, as well as families, seniors and the elderly. These forecasts also need to be considered in future planning for community needs such as housing, education, health, recreation, care and accessibility, transport, economic development and our centres.

We have four strategic centres at Frenchs Forest, Mona Vale, Dee Why-Brookvale and Manly that have been identified as ‘hubs’ in the NSW Government’s North District Plan. Major transport infrastructure projects (i.e. B-Line and the Western Harbour Tunnel) will connect the Northern

[17] ABS Estimated Resident Population 30 June 2022 – ID Planning Population Estimates https://profile.id.com.au/northern-beaches/population-estimate
[18] ID Planning Population Forecasts https://forecast.id.com.au/northern-beaches
[19] Northern Beaches Local Housing Strategy, Northern Beaches Council 2021

Beaches with other transport corridors to provide greater access and movement for Northern Beaches residents across Greater Sydney, and will influence how we plan for the future.

Table 12 Population Change 20121-2041

Planning Catchment Areas	2021	2026	2031	2036	2041	Total change	Avg. annual % change
Brookvale-Dee Why	96,890	100,452	103,761	107,163	110,593	+13,703	0.7
Frenchs Forest	39,271	45,772	53,277	56,936	58,896	+19,625	2.0
Manly	60,951	61,702	62,417	63,454	64,638	+3,687	0.3
Mona Vale	63,594	65,015	66,773	68,762	70,342	+6,748	0.5
Terrey Hills	3,798	3,830	3,918	4,030	4,147	+349	0.4
Total	264,504	276,771	290,145	300,345	308,616	+44,112	0.8

5.1.1 Brookvale

Council has endorsed the Structure Plan for Brookvale. The Brookvale Structure Plan will provide a framework for how growth will be managed, the level of growth that can be accommodated, and the infrastructure requirements to support the future population. It is anticipated that significant growth (both employment and population growth) will occur in Brookvale over the next 20 years and there will be requirements to deliver additional infrastructure such as traffic and transport infrastructure, additional open space, and community / recreational infrastructure. Now that the Brookvale Structure Plan has been endorsed further analysis will be undertaken to determine the extent of infrastructure that will be required. This will be included in future revisions of the AMP.

5.1.2 Frenchs Forest

The Frenchs Forest Contributions Plan identifies the local infrastructure commensurate with the future demand from this growth area including traffic intersection improvements, water management facilities, embellishing existing open space areas based on increased demand and recreational use.

5.1.3 Local Housing Strategy

Council's adopted Local Housing Strategy proposes:

- Identification of *centre investigation areas* within an 800 metre radius around Brookvale, Dee Why, Mona Vale, Manly Vale and Narrabeen along the existing B-Line that will be subject to separate precinct based master-planning and community consultation.
- Manly Vale, Dee Why, Narrabeen and Mona Vale would be investigated for medium density renewal, with Brookvale to be investigated for medium to high density renewal. No increase in building heights will occur within the Mona Vale investigation area.
- Low to medium density housing (such as dual occupancy, boarding houses and seniors housing) will be permitted in a 400 metre radius around several local centres (*housing diversity areas*), including Avalon, Newport, Warriewood, Belrose, Freshwater, Balgowlah and Manly, excluding areas with environmental and other constraints.

The changes required to implement *housing diversity areas* will be completed in conjunction with the new Northern Beaches LEP, which will be reported to Council in mid-2024 and publicly exhibited in 2025, and the scale of change is unlikely to have significant impacts on infrastructure requirements.

The *centre investigation areas* will involve a holistic review of infrastructure requirements as part of the precinct planning process. No specific target for growth has been established for these areas at the outset of this process.

5.2 The Impact of Growth on Our Assets

Factors affecting demand include population change, changes in demographics, seasonal factors, vehicle ownership, consumer preferences and expectations, economic factors. Demand factors, trends and impacts on service delivery are summarised in

.

5.2.1 Demand Factors on our Assets

Table 13 Demand Factors on our Assets

Demand factor	Current	Projection - 2036	Impact on services
Population	The estimated residential population of the Northern Beaches area is 263,298 at 2022.	The population of the Northern Beaches area is forecast to be 300,345 by 2036.	Demand for open space and recreational assets increase. Increased use of existing sportsfields and playgrounds may reduce useful life of these assets. Demand on existing stormwater network from more residents/dwellings. Demand for more community services (i.e. community centres, childcare services) that require Council buildings.
Demographics	Issues emerging in the following demographics: • Young People, • Carers, • Cultural and linguistically diverse communities, • Children and families • Socio-economically disadvantaged. Community connectedness, capacity building and the importance of place.	The Social Sustainability Strategy will provide an emphasis on services for the sections of the community with their special needs that are either not provided or are insufficient. This will be supported by actions plans developed in the coming years.	Assets are required to become more inclusive for people of all ages and abilities. It is expected that demand to provide more equitable access to facilities such as recreational trails and foreshore areas will increase. Plan assets and infrastructure that is adaptive and multifunctional to meet changing community needs.
Age Factors	Ageing population, families and loss of young adults moving out of the area	Increasing numbers of families, young workforce and an ageing population with 18,000 more people aged 60+.	An increase in demand for facilities that provide for a growing population – more retirees and seniors (ages 60+), as well as families, young independents (age 20-24) who are working or studying, and the young workforce (age 25-34).
Housing Densities	105,016 private dwellings in 2021[20].	Increase in housing demand by 12,000 from 2020 Increased vehicle ownership.	Increased demand for parking and open space. Management of traffic volumes across the LGA. Increased runoff and impact on stormwater system and flooding
Changes in Travel Patterns and Modes	66% of trips in the LGA were by car[21].	Increase in traffic congestion on major links in and out of the LGA.	Improvements to support the use of public transport and other sustainable modes (cycling and walking).

[20] Profile ID (2024) Northern Beaches Community Profile https://profile.id.com.au/northern-beaches

[21] Household-Travel-Survey 2022-23, Transport for NSW

Demand factor	Current	Projection - 2036	Impact on services
Changes in Recreational Trends	Participation in traditional sports still high, with emerging sports and recreational pursuits growing in popularity	A more highly diversified mix of recreational needs with more participation in individual and short form sports and recreation to suit busy schedules	Facilities need to be designed to be accessible and responsive to variable needs. Sportsfields and spaces need to be designed to be multi-purpose.
Technological Changes	Changing technology may impact on construction and maintenance techniques of assets. Changing technology may also bring improved data collection through the implementation and use of smart technologies.	Potential improvements to information and technology will assist Council in managing our assets, such as lifecycle costs, usage and demand for assets.	Improvements may assist in reducing costs and improving efficiencies. Improved knowledge in asset usage and demand.
Climate Change and Resilience	Current portfolio of assets suitable for today's climate, to meet current community needs and support community wellbeing/ safety.	Potential to disrupt services delivered to the community. Disrupted supply chains. Failure of critical assets and early deterioration of others. Change in LOS for assets to be resilient.	Council's Resilience Strategy 2022 outlines: • Undertake Resilience and Climate Change assessment of assets. • Determine the priority of resilience investments – interdependencies, vulnerability and criticality. • Develop adaptation/ mitigation actions, including 'build back better' e.g. Different materials, energy efficiencies, and construction/design techniques.

5.2.2 New Assets From Developments

With the major developments expected in, Dee Why-Brookvale, Frenchs Forest and Mona Vale, it is expected that our infrastructure asset portfolio will increase. Additional assets (of significant volume) will increase the value of our asset portfolio, but will mean Council needs to:

- Increase our depreciation expense related to our infrastructure assets,
- Increase our annual operational and maintenance expenditure, and
- Allow additional planning resources for managing these assets across their life.

New assets are expected due to growth identified in the following documents, studies and areas:

- Metropolitan Strategy for Sydney
- Dee Why Town Centre
- Brookvale Employment Lands and Structure Plan
- Frenchs Forest Precinct Structure Plan
- Mona Vale Place Plan
- State Planning Policy changes to create additional low and mid-rise housing
- Open Space Strategy and associated plans such as Mountain Bike Plan
- Transport Strategy and associated plans such as Walks Northern Beaches
- Destination Management Plan
- Pittwater Waterway Strategy
- Sportsfield Strategy

- Plans of Management and Coastal Zone Management Plans
- State government transport projects for example B-Line
- Mona Vale Road East and West Upgrade
- Kimbriki Road – Kimbriki Resource Recovery Centre
- B-Line Bus Services – east/west corridor

5.3 Strategies for the Management of Growth

The following strategies are employed to assist us in managing growth across the LGA:

- Work closely with the community to enhance existing reserve and open space areas, as there are limited "greenfield" sites available for development
- Develop strategies across Council services to identify expectations and services required by the community, and what infrastructure assets are required to support the delivery of these services
- Implement designs that meet the needs of the community, now and in the future, i.e. designs that meet changes in demographics, e.g. multi-purpose buildings and open spaces, inclusive and accessibility designs
- Increase the resilience of our assets through use of appropriate materials, design considerations, energy efficiencies
- Documented procedures and methodologies for handling assets gifted to Council i.e. voluntary planning agreements, ownership handed over from NSW State Government
- Provision for access and use of public transport in areas of development
- Promote sustainable modes of transport in the area
- Work with State Government entities and utility providers to align future works programs and developments/upgrades
- Gather information and data to improve our understanding of the ongoing lifecycle costs of new assets.

6. ENVIRONMENTAL SUSTAINABILITY

Council's Community Strategic Plan describes our aspirations to protect the natural and built environment from the risk and impacts of global and local pressures and to be leaders in managing our resources sustainably and for the long-term ensuring that development is balanced with our lifestyle and environment.

Council has an Environment and Climate Change Strategy[22] (ECCS) which outlines our vision for a healthy and diverse natural environment that is integrated, respected, supported and celebrated throughout the built landscape. It describes our key future directions for the built and natural environment and how we live in it. We are committed to delivering real reductions in the way we use our resources and improvements in how we protect and access our natural areas and how we build and design our neighbourhoods.

This section outlines the environmental considerations, managing the impacts of climate change, and the principles we apply to ensure sustainability and resilience within our asset portfolio.

6.1 Climate Change

Australia's climate is changing, and despite increasing global action, the impacts of climate change will continue to increase over the coming century (DEECW, 2024). Climate change is a global challenge with the earth's temperatures being 1^0C above pre-industrial levels and each decade since 1980 being warmer that the last (CSIRO & BOM, 2020). It is unequivocal that human influence has

[22] Protect.Create.Live Northern Beaches Environment and Climate Change Strategy 2040, *https://files.northernbeaches.nsw.gov.au/sites/default/files/documents/policies-register/environment-and-climate-change-strategy/environment-and-climate-change-strategy-and-plans/environment-climate-change-strategy-2040.pdf*

warmed the atmosphere, ocean and land and human-induced climate change is already affecting many weather and climate extremes in every region across the globe (IPCC, 2021).[23]

Many changes in the climate system become larger in direct relation to increasing global warming. They include increases in the frequency and intensity of hot extremes, marine heatwaves, and heavy precipitation, agricultural and ecological droughts in some regions, and proportion of intense tropical cyclones.

Past greenhouse gas emissions remain in the atmosphere for decades and during this time continue to cause temperatures to increase, essentially locking future change into the system. It is critical we prepare for these changes. We do this by being prepared for what is to come and adapting the way we design and build our structures. Buildings, roadways, stormwater pipes and seawalls will need to stand for the next 50 -100 years and be able to withstand future impacts.

As a coastal community with low lying areas, coastal lagoons and steep escarpments, the Northern Beaches is vulnerable to the effects and impacts of natural hazards. Climate change, with associated extreme weather events, is anticipated to exacerbate current natural hazards. The coastline and flood-prone areas are particularly vulnerable to climate change because of increased storm activity and sea level rise, as well as increased erosion activity and cliff instability. Climate change and consequential sea level rise will have a substantial impact on our infrastructure assets that are in coastal and low-lying areas (such as wharves, jetties, buildings and road infrastructure).

These changing conditions create unique challenges for our asset staff to overcome, with continued innovation and development required to ensure the best outcome for our infrastructure assets as environmental conditions continue to change.

6.2 Environmental Considerations

6.2.1 Materials and Waste

Materials used in the construction, renewal and maintenance of our infrastructure assets can have significant environmental implications contributing to Council's emissions, waste and virgin resource consumption. Assessment of the embodied carbon content, sustainable manufacturing process, ethical and sustainable supply chain, durability and end of life disposal is important to improve environmental outcomes of Council's management practices.

Commitments for Councils operations, specific to materials and waste, were adopted in the ECCS and include:

- Diverting 85% of waste from landfill by 2040, and
- Diverting 90% of construction waste by 2040.

6.2.2 Design Guides

Council has committed to achieving net zero emissions in our operations by 2045[11] and net zero emissions in our community which is aligned with the targets set by the NSW State Government in the *Climate Change (Net Zero Future) Act 2023*.

[23] Reference – CSIRO & BOM (2020) State of the Climate, 2020. Commonwealth Scientific and Industrial Research Organisation and Bureau of Meteorology.

Reference – IPCC, 2021: Summary for Policymakers. In: Climate Change 2021: The Physical Science Basis. Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Masson-Delmotte, V., P. Zhai, A. Pirani, S. L. Connors, C. Péan, S. Berger, N. Caud, Y. Chen, L. Goldfarb, M. I. Gomis, M. Huang, K. Leitzell, E. Lonnoy, J.B.R. Matthews, T. K. Maycock, T. Waterfield, O. Yelekçi, R. Yu and B. Zhou (eds.)]. Cambridge University Press. In Press.

Several design guides have been developed that will be implemented across our infrastructure assets. These include:

- Public Space Vision and Design Guidelines, Northern Beaches Council 2021
- Technical Guidelines for Sustainable Design, Northern Beaches Council 2023
- Practice Note 12.1 – Climate Change Impacts on the Useful Life of Infrastructure, IPWEA 2018
- Practice Note 12.2 – Climate Resilient Materials for Infrastructure Assets, IPWEA 2021

The *Public Space Vision and Design Guidelines* are used in the evaluation, planning and design of streets and open spaces and public private interfaces. They seek to retain and enhance its unique landscape character whilst providing additional environmental, social and health outcomes within its centres and neighbourhoods through the introduction of best practice street design and appropriate material selection.

Six key objectives form the foundation of the guidelines:

- 1: Enhance and protect the Bush, Beach and Water character.
- 2: Encourage social activation through street design.
- 3: Inspiring healthy and active lifestyles through safe and inclusive footpath and cycleway networks.
- 4: Implement traffic calming interventions creating safe environments.
- 5: Integrate water sensitive urban design into streets and open spaces.
- 6: Increase tree canopy, green cover and landscaping on streets.

The Technical Guidelines for Sustainable Design apply to all council assets and cover all new building, infrastructure, open space network and all upgrade and maintenance activities. The guidelines are intended to provide the requirements for the design of an asset and should be used from inception stage to practical completion. Along with sustainability themes, the guidelines introduce the principles of a circular economy. Key principles to support a transition towards a circular economy include:

- Designing out waste and pollution
- Keeping products and materials in use
- Regenerating natural systems

Implementing these principles can also help developments to meet their emissions obligations more easily, thus benefiting in lowering operational expenses, reducing residual wastes that need to be treated and disposed of and contribute to make urban areas more liveable, resilient and sustainable.

The key sustainability themes, are linked to Councils goals, aspirations and commitments, included within the guidelines are:

- Governance
- Energy and emissions
- Water
- Materials
- Climate resilience
- Waste (operational)
- Health
- Natural environment

The guidelines provide design requirements for a range of different elements and relates them to the key sustainability themes. As different asset classes are sensitive to different range of sustainability aspects, the requirements have been allocated based on asset class, with some requirements being applicable to all classes and some to only one.

The Technical Guideline works in conjunction with all statutory building and planning requirements. For Council buildings, it sits over and above any statutory obligations such as the National Construction Code (NCC) but does not replace them. The Council Standards are to be implemented in conjunction with legislative obligations and/or relevant standards such as the NCC, Construction

Certificate requirements and the Australian Standards. There is crossover with related DCP sustainability provisions. At any given time, when there is crossover, the most stringent requirement of the two shall apply.

Practice Note 12.1 (PN 12.1) – Climate Change Impacts on the Useful Life of Infrastructure Assets was developed by Council and IPWEA and funded by LG NSW under a Building Resilience to Climate Change Grant to complement Practice Note 12 – Useful Life of Infrastructure Assets. PN 12.1 was released to increase the understanding of climate change and its potential impacts on infrastructure for asset managers. PN 12.1 includes a methodology for estimating climate change impacts on the useful life of infrastructure assets as a decision tree. PN 12.1 and an electronic version are available to all Council asset managers via the IPWEA website.

Practice Note 12.2 (PN 12.2) – Climate Resilient Materials for Infrastructure Assets was developed under a grant from LG NSW by Northern Beaches Council, Dubbo Regional Council and IPWEA. PN 12.2 provides information on climate resilient materials that can be used in the design and maintenance of infrastructure assets for each of the five materials (concrete, wood, PVC, steel, bitumen) and six climate variables described in PN 12.1. PN12.2 details a range of options that can be used to increase the climate resilience of each of the five materials. The effectiveness of each option is discussed, and a broad indication of the cost (initial and maintenance) provided. Measures of sustainability are also included. A decision framework (that builds upon PN 12.1) is provided to assist with selection of a suitable climate resilient option. PN 12.2 and an electronic version are available to all Council asset managers via the IPWEA website.

6.2.3 Other Considerations

Other considerations will be examined in the lifecycle of our infrastructure assets, including disposal (where appropriate):

- Energy and emissions – consumption and generation
- Water – consumption and reuse
- Climate resilience
- Indoor environment quality
- Ecology
- Transport – end of trip facilities and access to public and active transport

6.3 Impacts

Climate change impacts will have a detrimental impact on our infrastructure assets. Climate change can shorten the useful life of an asset due to changes in the environment and/or location which deems the asset unsuitable for its intended use. Our assets need to be designed, constructed, renewed and maintained to ensure they can deliver their intended purpose now and in the future.

Our environment is impacted through the pollutants collected and carried by our stormwater assets into our waterways. Pollutants including litter, sewage, nutrients, weed seeds / cuttings and sediments can remain in our waterways for lengthy periods of time. Water pollution leads to the decline of ecological function in waterways and can also significantly impact their recreational value.

6.4 Managing the Impacts

In the management of our infrastructure assets, Council are implementing the following strategies and initiatives to help us manage the impacts mentioned above:

- Climate risk modelling to identify assets at high risk of climate change (through XDI),
- Suitable design and material specifications for renewal of and new assets to address climate vulnerabilities,
- Understanding and quantifying the impacts on the useful lives of infrastructure assets due to climate change risks,
- Implementing our Transport Strategy[24] and associated transport plans to promote and implement a smart active travel network,

[24] Move - Northern Beaches Transport Strategy 2038, Northern Beaches Council 2018

- Water sensitive urban design to minimise the negative impacts on the natural water cycle and protect the function of aquatic ecosystems,
- Designing and providing stormwater harvesting and reuse systems,
- Considering design alternatives to minimise water and other resource uses
- Undertaking bush regeneration and weed removal,
- Undertaking estuary health monitoring and recreational beach monitoring,
- Environmental auditing, and
- Education programs for the community to increase awareness of environmental issues.

There are costs associated with these strategies and initiatives which are discussed further in our Lifecycle Management Sections (Section **Error! Reference source not found.**), where the costs are currently understood. There are some areas which we need to gather further information and data to fully understand the costs of implementing these initiatives.

6.5 Sustainability Principles Applied to Assets

We aim to implement sustainable asset management practices balancing economic, social and community impacts while demonstrating civic and environmental leadership. Our asset management practices will ensure climate change adaptation, mitigation, environmental protection and enhancement protocols are fundamental to sustainable asset management planning and will strive for innovation with regards to sustainable and resilient materials use, recycling and environmental initiatives.

We will promote high-quality environmental standards and responsibility and make procurement decisions which aim to reduce resource consumption, biodiversity depletion and environmental impact where possible.

The entire life cycle of goods and services are to be considered, taking environmental and social risks and benefits into account whilst avoiding unnecessary consumption of natural resources, energy and water in the manufacture, use and disposal of goods to minimise the impact on the environment and the community.

The key principles for environmentally sustainable asset management include:

- Favour the use of sustainable resources, materials and designs, and reduce the consumption of non-renewable resources,
- Minimise operating and lifecycle costs of infrastructure assets through the selection of appropriate renewal and maintenance techniques and materials,
- Trial innovative products,
- Maximise the proportion of recycled/sustainable products in our project delivery, asset operations, maintenance and construction (i.e. use of recycled aggregate and/or glass in road construction and maintenance),
- Reuse of salvaged materials where possible,
- Reduce greenhouse gas emissions through installing energy efficient lighting, HVAC and other appliances; transition existing buildings and other assets from gas to electricity and ensure that all new buildings are fully electric (gas is not to be used on site),
- Improve waste separation in our project delivery and operations,
- Pursue water savings in existing and new assets (i.e. in irrigation, water harvesting, recycling)
- Identify our asset's vulnerability to climate risks and natural hazards (such as flood, coastal erosion, bush fire) and future-proof designs so that an asset's potential vulnerability to climate and environmental risk is minimised,
- Reducing where required useful lives to account for climate change impacts, i.e. inundation,
- Identify asset life cycle impacts so that the full environmental impact of development is identified and opportunities for resource efficiency are maximised, and
- Integrate sustainability criteria into procurement processes for goods, works, services and design.

6.6 References for Asset Management Practitioners

We utilise the following guidance to assist our asset management staff in relation to environmental sustainability of our infrastructure:

- Public Space Vision and Design Guidelines, Northern Beaches Council
- Technical Guidelines for Sustainable Design, Northern Beaches Council, 2023
- IPWEA Practice Note 12.1: Climate Change Impacts on the Useful Life of Assets,
- IPWEA Practice Note 12.2: Climate Resilient Materials for Infrastructure Assets (draft), and
- XDI System (to model climate change risk across our LGA).

7. Asset Overview - Life Cycle Management Plans

Northern Beaches Council has a large infrastructure portfolio over $3.5b providing services to the community. Each of the four infrastructure portfolios summarised below has its own Asset Management Plan that describes in more detail the Lifecycle Management Plan for how the asset class is operated, maintained and renewed:

1. 2024/168631 - 2024 Buildings Asset Management Plan (AMP)
2. 2024/168627 - 2024 Roads Infrastructure Asset Management Plan (AMP)
3. 2024/168625 - 2024 Stormwater Infrastructure Asset Management Plan (AMP)
4. 2024/168635 - 2024 Open Space & Recreation Asset Management Plan (AMP)

The following section is a summary overview of the assets contained within each of the sub-AMPs.

7.1 Building Assets

The Building Assets portfolio is described in detail in the 2024/168631 - 2024 Buildings Asset Management Plan (AMP).

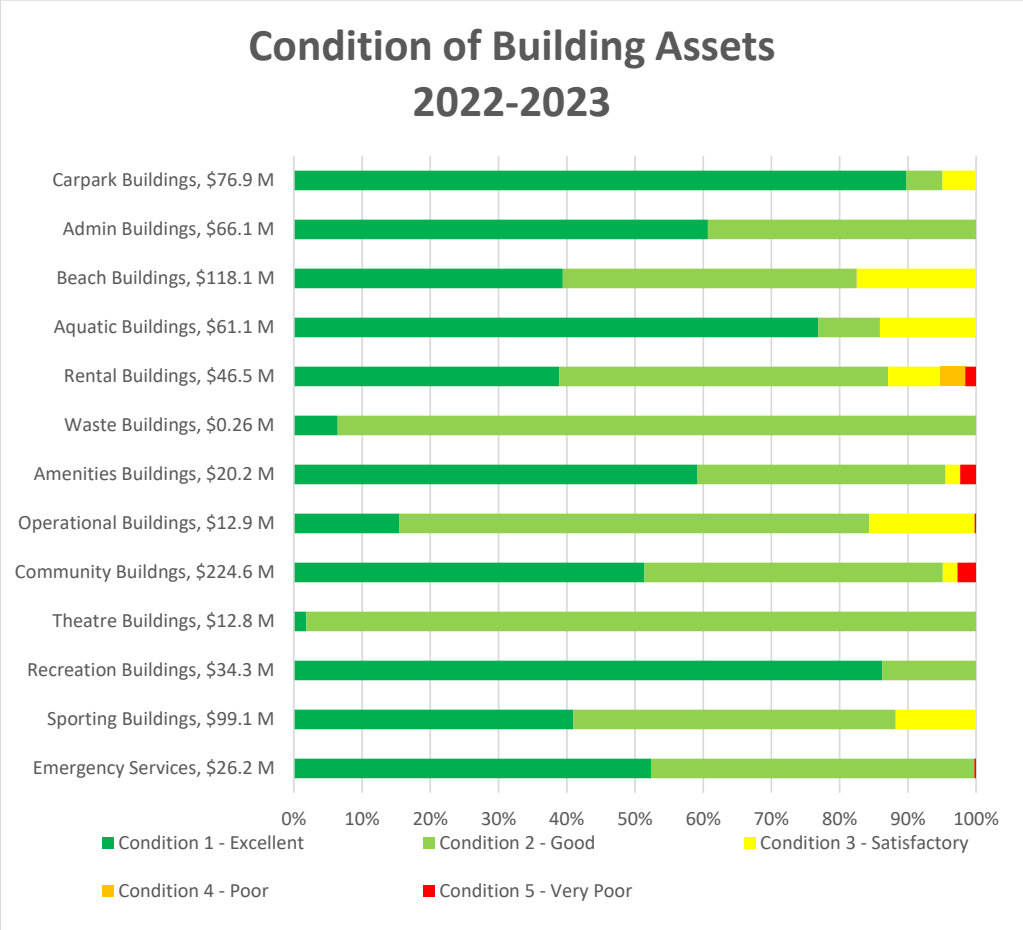
Northern Beaches Council's Property Business Unit manages the building assets, with a gross replacement cost of over $800 million of building assets categorised into the following Building Types:

Building Type	Examples	No. of Buildings
Administration	Dee Why Civic Centre, Manly Town Hall, Mona Vale Admin	8
Amenities	Public Amenities	68
Aquatic	Manly and Warringah Aquatic Centres	5
Beach	Surf Lifesaving and Swim Clubs	35
Carpark	Whistler St, Peninsula, Bungan Lane	9
Community	Community Centres, Libraries, Youth, Childcare, Scouts	87
Emergency	RFS, RFB, SES, Marine Rescue	23
Operational	Depot and Plant Buildings	52
Recreation	Brookvale Oval and Pittwater Rugby Park	11
Rental	Lakeside Holiday Park, Currawong	115
Sports	Golf, Tennis, Bowls, Football	125
Theatre	Glen Street Theatre	1
Tower	Emergency Ops Centre Tower East & Hut	1
Waste	Council Kimbriki Buildings	5
Total Buildings		**545**

A comprehensive condition assessment is undertaken every 3 years for building assets as part of the asset revaluation program. Asset condition is updated in our asset management system as renewal or upgrade work is undertaken, and a desktop assessment is undertaken each year as part of the end of financial year process.

Figure 9 below shows the condition and gross replacement cost of each Building Asset Category.

Figure 9 Condition of Buildings



7.2 Roads, Footpaths and Other Transport Infrastructure

The Roads, Footpaths and other Transport Infrastructure assets portfolio is described in detail in 2024/168627 - 2024 Roads Infrastructure Asset Management Plan (AMP).

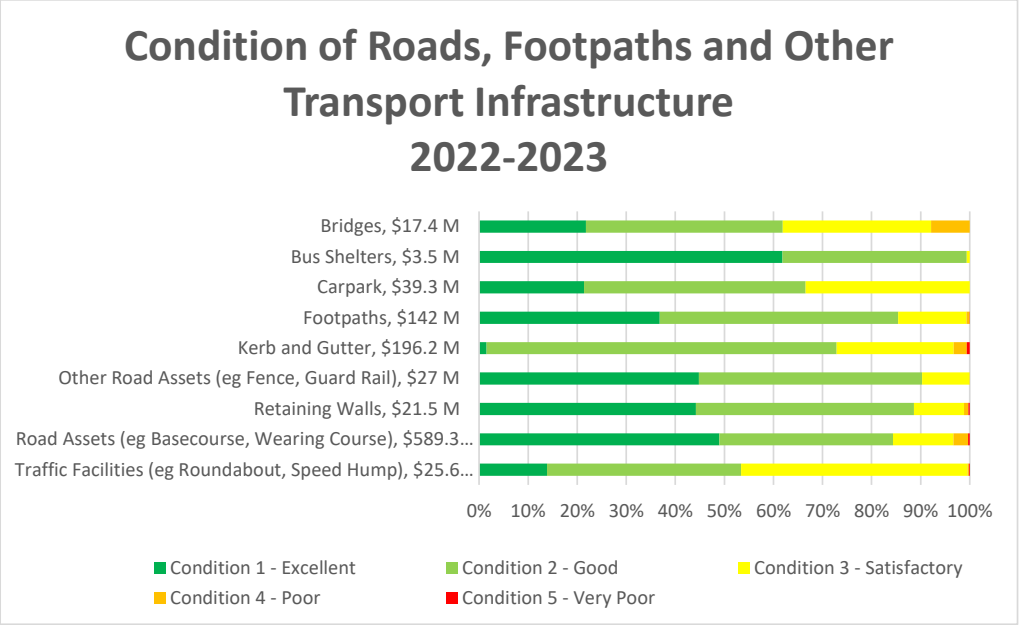
Northern Beaches Council's Transport and Civil Instructure Business Unit manages the Roads, Footpaths and Other Transport Infrastructure assets, with a gross replacement cost of over $1 billion of assets categorised into the following asset categories.

Asset Category	Dimensions
Road Pavements	**843.6 km**
Regional Roads	43.9 km
Local Sealed Roads	796 km
Local Unsealed Roads	3.7 km
State Roads (not Council assets)	99km
Kerb and Gutter	1,435.6 km
Footpaths	585 km
Car Parks (including at community centres, parks and beaches)	14,517 spaces incl 205 disabled spaces in 389 separate car parking areas
Bridges within road reserves (road and pedestrian bridges)	26
Causeway	1
Traffic Facilities	
Traffic control devices	1,219
Medians	306
Thresholds	365
Roundabouts	209
Pedestrian crossings	124
Fencing	16,093 m
Guard rail	14,821 m
General Infrastructure – Roads	
Seats	222
Bins	610
Retaining walls	294
Bus shelters	216 Council shelters

A comprehensive condition assessment is undertaken every 5 years for Roads, Footpaths and Other Transport Infrastructure assets as part of the asset revaluation program. Asset condition is updated in our asset management system as renewal or upgrade work is undertaken, and a desktop assessment is undertaken each year as part of the end of financial year process.

Figure 10 below shows the condition and gross replacement cost of each of the Roads, Footpaths and Other Transport asset categories:

Figure 10 Condition of Roads, Footpaths and Other Transport Infrastructure



7.3 Stormwater Infrastructure

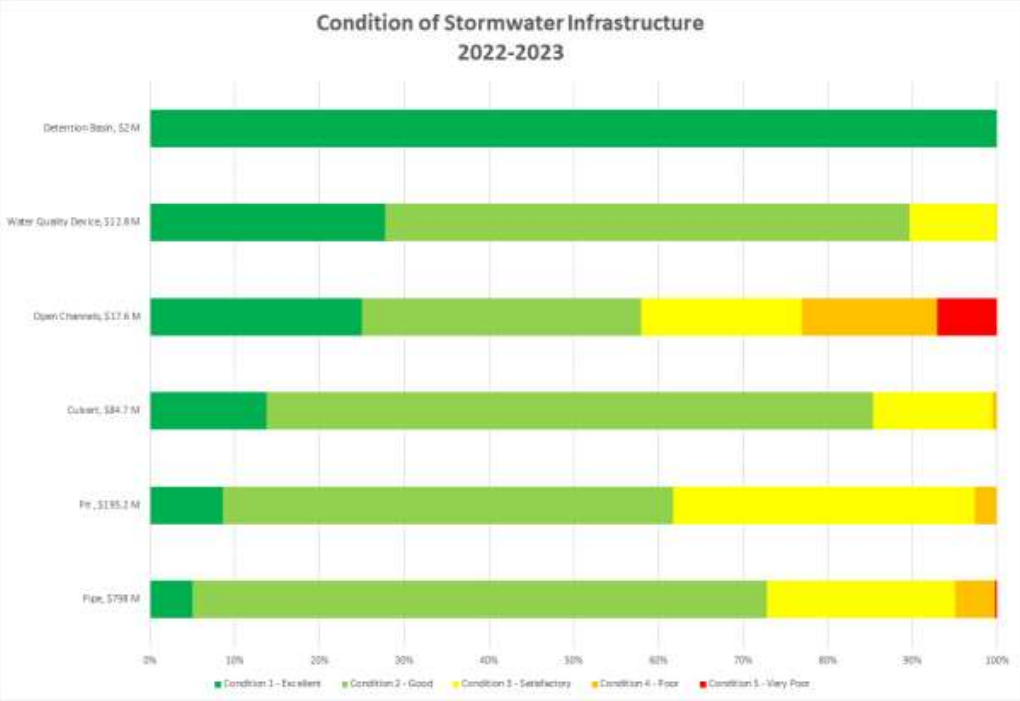
The Stormwater Infrastructure assets portfolio is described in detail in 2024/168625 - 2024 Stormwater Infrastructure Asset Management Plan (AMP).

Northern Beaches Council's Environment and Climate Change Business Unit manages public stormwater assets which includes both built and natural assets. Council's stormwater infrastructure consists of pipes, pits, culverts, open channels, detention basins and water quality devices, totalling over $1 billion of assets:

Asset Category	Physical Parameters	Dimensions
Pipes	25,010	592 km
Pits	27,722	N/A
Culverts	778	13 km
Open Channels	546	32 km
Detention Basins	1	N/A
Water Quality Devices	257	N/A

Approximately 26% of the stormwater network has a known condition rating having been inspected in the field. For the purpose of the OLGs Report of Infrastructure Assets, all assets must have a condition rating. Where the condition is unknown, condition rating 2 (Good) is used because the lower rated 'poor' condition assets often display obvious characteristics that make them noticed. Future improvements include using the 26% observed condition data to reassess the current condition distribution across the network. Figure 10 below shows the condition of the Stormwater assets.

Figure 11 Condition of Stormwater Infrastructure



7.4 Open Space and Recreation Assets

The Open Space and Recreation Assets portfolio is described in detail in 2024/168635 - 2024 Open Space & Recreation Asset Management Plan (AMP).

Northern Beaches Council's Parke and Recreation Business Unit manages the Open Space and Recreational Assets which includes active and passive assets. The open space and recreational asset portfolio has a total of over $470 million of assets categorised into the following asset categories:

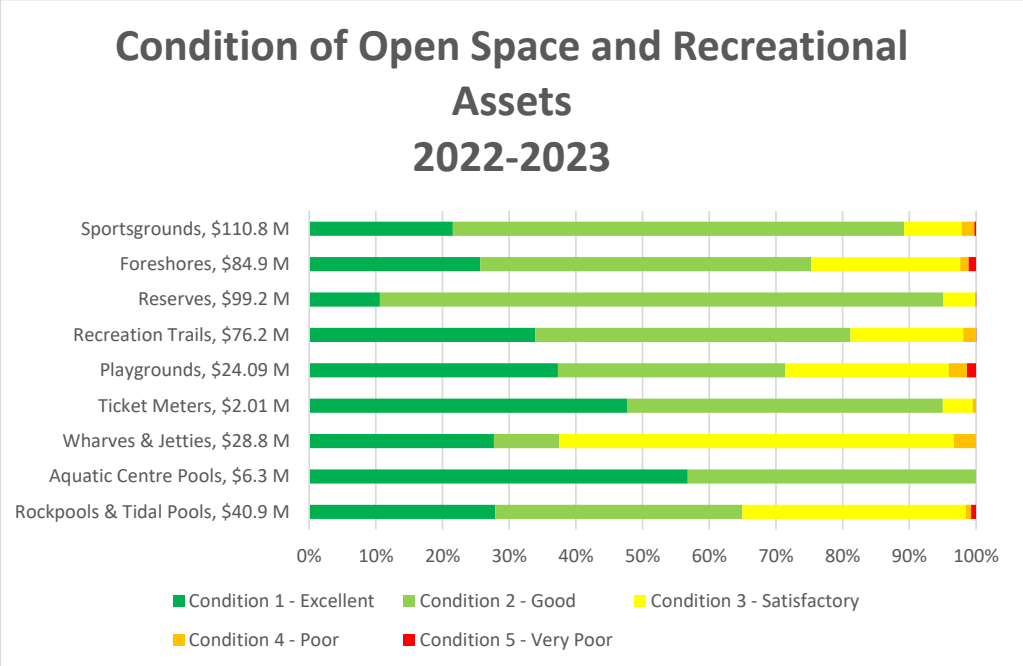
Asset Category	Physical Parameters	Dimensions
Sportsgrounds	Range of sport and sport supporting infrastructure including: - Sportsgrounds - Synthetic Sportsgrounds - Hardcourts - Sportsground lighting - Irrigation systems - Sports nets - Cricket Wickets	**60 sportsground sites**
Foreshores	Infrastructure that protects and aids in the utilisation of the foreshore environment: - Seawalls and retaining walls - Watercraft storage	**12.9 km of seawalls** **14.5 km of retaining walls**

Reserves	General infrastructure found across Council's reserves: - BBQs - Shelters - Bubblers - Fencing	**641 sites**
Recreational Trails	Pathway and boardwalk infrastructure that provide sustainable access and linkages throughout Council parks and bushland reserves.	**84.74km of pathways** **53 bridges**
Playgrounds	Playgrounds and impact attenuation surfacing in reserves and restricted sites such as childcares and community centres.	**239 playgrounds**
Rockpools	Ocean Pools constructed in the coastal tidal zone along the coastline of the Northern Beaches.	**15 rockpools**
Wharves and Jetties		**32 wharves and jetties**
Tidal Pools		**9 tidal pools**

A comprehensive condition assessment is undertaken every 5 years for open space and recreational assets as part of the asset revaluation program. Asset condition is updated in our asset management system as renewal or upgrade work is undertaken, and a desktop assessment is undertaken each year as part of the end of financial year process.

Figure 12 below shows the condition and gross replacement cost of each Open Space and Recreational Assets category:

Figure 12 Condition of Open Space and Recreational Assets



8. CONDITION ASSESSMENT METHODOLOGY

8.1 Prioritising Condition Assessments

Given the large number of assets and the cost of collecting this information, our asset Condition Assessment programs have been prioritised based on risk, and are scheduled for Critical Assets, and those assets identified as high-risk assets, as these are 'must not fail' assets. Other assets may have condition assessments undertaken periodically based on criteria described in each of the sub Asset Management Plans (AMP). Monitoring asset condition and performance are good indicators of assessing the remaining useful life or remaining service potential of our assets.

Implementing effective maintenance practices is one way of ensuring that our assets remain in a satisfactory condition and are capable of providing the required level of service. Accordingly, a large portion of each AMP is dedicated to our maintenance strategies for each asset class. It is recognised that all assets experience degrees of asset consumption over time, depending on performance requirements, environmental factors, and operational and maintenance regimes.

For smaller low-value assets where the cost of maintenance is proportionally higher than the cost of renewal, and/or where any possible impact of failure is assessed as low risk, undertaking additional maintenance and/or condition assessments may not be cost-effective. For these assets, Warringah Council has adopted a 'reactive renewal' strategy.

8.2 Data Collection

When undertaking our condition assessments, asset component and where appropriate sub-component inspection data is collected using tools that provide information on such things as the presence of defects and their severity, and the overall condition score of the asset using a condition rating system described in detail within each AMP, as each asset class has requirements unique to the way they operate.

However, even when a defect such as footpath cracking or a road potholes are identified, we assess this in relation to the materiality of the asset component being assessed to determine the significance of the defect, and therefore the overall condition of the asset. Data collected during the inspection of our assets has a technical review undertaken to give an assessment of condition in terms of the operating demands placed on the asset, the intervention strategies required, and the future remaining service potential of the asset.

As part of our monitoring and review process, we undertake a review of our asset data as part of an annual desktop revaluation process. Asset performance and condition data are reviewed, along with feedback received from our community, including through CRMs raised on asset performance and the level of service being provided. This analysis is used to update the asset register, and form part of the process for determining future maintenance and renewal programs.

8.3 Consistent Approach

In reviewing condition assessment literature, including the International Infrastructure Management Manual (IIMM), we have adopted an approach that is easily translated across all asset classes, with the following general principles being applied as the foundation, with each asset class then adding technical criteria that describes the unique characteristics for how different assets perform as shown in Table 14 below:

Table 14 Condition Rating Descriptions

Condition	Condition Description	Asset Management Practice
1	Very Good Condition - asset as new	Routine Operations & Maintenance (O&M); Asset Class/Material Type Remaining Useful Life (RUL) estimate based on a very small % service potential having been consumed in this phase.
2	Minor Defects Only: Asset showing initial signs of deterioration. Minor maintenance required.	Routine O&M; Asset Class/Material Type RUL estimate based on a small % service potential having been consumed in this phase.
3	Asset condition generally satisfactory. Maintenance required.	Watching brief, plus identified major periodic maintenance &/or minor capital works where required. Inclusion in Long Term Financial Plan (LTFP).
4	Asset in poor condition; action needed soon.	More frequent maintenance, & detailed condition monitoring to determine realistic intervention options. Inclusion in Delivery Program for renewal.
5	Asset in very poor condition. Asset in need of urgent action.	Asset placed on a current renewal program. Inclusion in Operational Plan.

8.4 Remaining Life Estimates

Through undertaking this risk-based approach, and implementing effective maintenance and condition assessment programs, we are well-placed to keep our assets performing at a satisfactory level. When undertaking a technical condition assessment, our asset management expert practitioners use information on asset age, condition, operational & environmental performance, along with their experience and knowledge of how the assets deteriorate over time, to design optimised maintenance and renewal strategies.

As an asset progresses through its life cycle and condition deteriorates, using these techniques can trigger additional operational and maintenance activities, including in many cases a more technical and detailed engineering or professional assessment (e.g. core sampling of concrete pipes, vibration testing of mechanical equipment) to identify the appropriate timeframe for targeted maintenance or renewal strategies to optimise the life-cycle of the asset.

This analysis is then used to identify asset maintenance and renewal expenditure requirements for the annual Operational Plan, the four-year Delivery Program, and the Long Term Financial Plan.

8.5 Linking Asset Performance to Condition Assessments

Condition assessments are technical inspections carried out by competent assessors to evaluate the physical state of our road infrastructure assets, to determine both the maintenance requirements and longer-term renewals needs.

Reviewing asset performance results can also trigger the need to undertake a condition assessment, to determine any mechanisms of failure, and assess the overall condition of the asset, in an effort to better understand any future intervention strategies to maintain the optimum service potential.

8.6 Condition Assessment Rating System

Northern Beaches Council utilises a condition rating system based on the IPWEA Practice Notes for Condition Assessment for each asset class and underpinned by the principles outlined in the International Infrastructure Management Manual (IIMM).

We have adopted an advanced asset management approach, using a 1-10 rating system for assessing the 'Technical Condition' of our assets, which is aligned to the Office of Local Government (OLG) requirements for Special Schedule Reporting in the Annual Financial Statements.

Our Condition Assessment tools and practices are building from our core level of condition assessment to an advanced level of Asset Management, and now incorporate asset function and capacity reporting capability. We are adopting a staged implementation for incorporating these into our asset inspection and monitoring processes.

Each asset owner utilises a condition rating system that is prescribed by the Office of Local Government. This system is a 1-10 scale, as shown below in Table 15 below.

Table 15 NBC Technical Condition Rating Descriptions

Technical Condition 1-10 Rating	Technical Condition Rating Description
1 - Very Good (H)	No visible signs of deterioration. Only planned cyclic inspection and maintenance required.
2 - Very Good (L)	There would be only very slight condition decline. It would be obvious that the asset was no longer in as-new condition. Only planned cyclic inspection & maintenance
3 - Good (H)	Some early stages of deterioration evident, minor in nature and causing no serviceability problems. Minor routine maintenance along with planned cyclic inspection & maintenance
4 - Good (L)	Some obvious deterioration evident, serviceability would be impaired very slightly. Minor routine maintenance along with planned cyclic inspection and maintenance
5 - Fair (H)	Deterioration in condition would be obvious and there would be some serviceability loss. Scheduled maintenance on top of planned cyclic inspections and maintenance required
6 - Fair (L)	Condition deterioration would be quite obvious. Asset serviceability would be affected. Maint cost would be rising. Higher levels of inspection and maintenance required
7 - Poor (H)	Deterioration quite severe. Serviceability restricted. Maintenance cost would be high. Higher levels of inspection & substantial maintenance required to keep the asset serviceable
8 - Poor (L)	Serviceability now being heavily impacted upon by the poor condition. Maint cost would be very high & the asset would be at a point where it needed to be rehabilitated or renewed
9 - Very Poor	Major service problems and needing prioritised renewal. Could also be a risk to remain in service. Asset physically unsound &/or beyond rehabilitation. Renewal required.
10 - Failed	An asset that has failed; no longer serviceable and should not remain in service. There may be an extreme risk in leaving the asset in service. Renewal required.

9. Risk Management Plan

Risk management is an important part of asset management planning. The purpose of infrastructure risk management is to document the findings and recommendations resulting from identifying, assessing and treating risks across our infrastructure portfolios. The risk will change over time, and our assessments are completed periodically to ensure the management of our risks are valid and appropriate for the time.

Our Enterprise Risk and Opportunity Management Policy[25] and Enterprise Risk and Opportunity Management Framework[26] have been utilised in our risk assessment of our infrastructure assets. These documents provide a consistent, systematic and considered approach to the identification, management and reporting of risk across the organisation. Council's approach to Enterprise Risk and Opportunity Management (EROM) is consistent with the Australian/New Zealand Risk Management Standard: AS/NZS ISO 31000:2018.

This section discusses our critical assets and how we manage these, the risks we have assessed across our infrastructure portfolios, and our high risk assets. For residual risks that are above Councils risk tolerance level, these will have risk management plans and be incorporated into risk management reports. This has been identified for inclusion in our Improvement Plan.

9.1 Critical Assets

Critical assets have been defined as those assets that in failure mode are likely to result in more significant financial, environment and social cost in terms of impact on organisational objectives. We have management practices in place to ensure these assets do not fail, including:

- Inspection regimes, and
- Lower thresholds for intervention (such as maintenance or renewal works)

Table 16 below shows the criteria for a critical infrastructure asset.

Table 16 Criteria for Identifying Critical Assets

Asset Category	Criteria for Critical Asset
Roads	Regional roads
Bridges	Road bridges on regional, arterial or collector roads OR Causeway
Pedestrian Bridges	In road reserve AND Over waterways or road
Retaining Walls (in the road reserve)	Adjacent to a State, regional, collector or local road, and Height >4m OR Geotechnical site of high risk or very high risk OR On a bus route
Bridge over Culverts	Culvert >6m wide in direction of travel AND Traverse regional or urban collector road
Wharves	Public ferry wharf or cargo wharf, where major disruption to transport, freight and safety would occur if wharf failed.
Pipes	Pipe diameter > 1500mm AND Crosses collector or regional road (from kerb to kerb)
Culverts	Cross-sectional area of culvert > 1.77m^2 AND Crosses collector or regional road (from kerb to kerb)
Pits	Headwalls with trash/safety screens

[25] *https://files.northernbeaches.nsw.gov.au/sites/default/files/documents/policies-register/enterprise-risk-policy/enterprise-risk-management-policy/enterprise-risk-management-policy-nov2020.pdf*

[26] Enterprise Risk and Opportunity Management Framework. Internal document. TRIM ref: 2021/321150

Asset Category	Criteria for Critical Asset
	OR Headwalls with one-way valves
Water Quality Devices	Devices that if blocked do not have a safe overland flow path or will create a safety hazard if screens are relocated by surcharge.
Buildings	Council's computer room facilities or Components that must remain operational as required by the Building Code of Australia OR Complex structures which are in susceptible climates (i.e. aquatic centres) or Emergency services facilities backup generators OR Multi-storey structures and grandstands where damage could lead to catastrophic failure
Pedestrian Bridges in Parks and Open Space	High volume pedestrian routes AND Failure would result in multiple fatalities and/or significant financial, environmental or social ramifications or catastrophic consequence.
Retaining Walls (in Parks and Open Space)	Areas where failure would result in significant cost to Council (i.e. damage to public or private infrastructure) or catastrophic consequence.
Seawalls	Areas where failure would result in significant cost to Council (i.e. damage to public or private infrastructure) or catastrophic consequence.

Table 17 below provides a summary of the number of critical infrastructure assets in our portfolio. Section 6 in each of the sub Asset Management Plans contains a list of critical assets.

Table 17 NBC Critical Infrastructure Assets

Asset Category	Asset Owner	Number of Critical Assets	Percentage of Portfolio
Roads	Transport and Civil Infrastructure	67	3 %
Bridges		26	100 %
Retaining Walls (in the road reserve)		20	7 %
Bridge over Culverts		27	68 %
Wharves		16	46 %
Pipes	Environment and Climate Change	39	0.15 %
Culverts			
Pits		22	0.08 %
Water Quality Devices		4	1.56 %
Buildings (components of buildings)	Property	20 (10 Buildings)	1.8%
Pedestrian Bridges in Parks and Open Space	Parks and Recreation	9	
Retaining Walls (in Parks and Open Space)		9	
Seawalls		23	
TOTAL NUMBER OF CRITICAL INFRASTRUCTURE ASSETS		**282**	

[a] *– Percentage of that asset category/class portfolio*

9.1.1 Management of Critical Assets

Table 18 below lists the management practices in place for ensuring our critical assets remain operational and in use to ensure service delivery. Inspections are either carried out by Council staff or external contractors when specialised knowledge or equipment is required.

Table 18 Management Practices for Critical Assets

Asset Category	Management Practice	Frequency
Roads	Inspection by Council road inspection officers. If issues present, a works order will be raised to remedy any identified defects. Remedial works will be undertaken within timeframes set out in Council's CRM response times	Annually
Bridges **Bridge over Culverts**	Level 1 Bridge Inspection, as per ARRB Local Roads Bridge Management Manual. If defects are detected a Level 2 Bridge Inspection will be undertaken.	Annually
Retaining Walls (in the road reserve)	Physical inspection by Council engineers. If any instability identified then a qualified geotechnical engineer will be engaged to reassess the risk rating and remedial actions will be taken accordingly.	Annually OR after rain events exceeding 100 mm in 24 hours
Wharves	Routine inspections are undertaken by Council staff. If issues present, a works order will be raised to remedy any identified defects through maintenance fund. Any remedial works beyond the scope of maintenance will be listed in renewal programs.	Monthly, 3Monthly and 6 Monthly based on inspection priority
Pipes **Culverts**	Programmed inspections to assess condition, blockages, defects and if any works are required.	Annually
Pits	Programmed inspection schedules to inspect for blockages. Pro-active inspections of these assets are undertaken prior to incoming storm events.	Monthly, 3 monthly or 6 monthly based on field observations and feedback from maintenance staff. Prior to storm event.
Water Quality Devices	Programmed physical inspection and/or clean. Pro-active inspections of these assets are undertaken prior to incoming storm events.	Monthly or 3-monthly based on field observations and feedback from maintenance staff. Prior to storm event
Buildings	Computer rooms: Programmed physical inspections on: • Generators, UPS, Gas fire suppression system • Fire detection • Structural inspection • Security systems • Air conditioning Grandstands: Programmed physical inspections on the structural integrity of the roof and supporting structure Theatre: Programmed physical inspections on the fire and smoke curtains Aquatic centre roof: Physical inspection on the structural integrity of the roof and supporting structure Specialised Buildings: Programmed physical inspections on: • Generators (at the emergency HQ buildings) • Structural inspection for Whistler Street and Bungan Lane Car Park	Quarterly Monthly Annually Annually Quarterly Annually Quarterly Annually Quarterly Annually
Pedestrian Bridges in Parks and Open Space	Level 1 Bridge Inspection, as per ARRB Local Roads Bridge Management Manual, at risk dependent frequencies. Inspections of these assets are undertaken post storm events.	Annually Post storm event

Asset Category	Management Practice	Frequency
Retaining Walls (in Parks and Open Space)	Inspections by certified engineers, at risk dependent frequencies. Inspections of these assets are undertaken post storm events.	RISK DEPENDENT FREQUENCIES: High risk – annually Medium risk – 3 years Low risk – 5 year Post storm event
Seawalls		

If any changes of condition, defects or maintenance requirements are identified, a task is created to carry out any remedial works and assigned a risk priority. All data collected from the inspections and any associated works is captured as test points and stored against the asset in the asset register.

Inspections of critical assets are considered an operational expense and is accounted for in the operational budget.

9.1.2 Reporting Critical Assets

Our critical assets are identified using an attribute field in our asset register. All data collected from the inspections and any associated works is captured as test points and stored against the asset in the asset register.

Further work is required to prepare automated reports in our systems, including critical asset inspection data is recorded against the asset, to report on the performance as well as compliance of our critical asset inspections. This work has been identified in the Improvement Plan.

9.2 Risk assessment framework

Our risk assessment of our infrastructure is aligned with our internal framework which is consistent with the Australian/New Zealand Risk Management Standard: AS/NZS ISO 31000:2018. We also have guidance documents[27] alongside our internal EROM framework which helps guide staff when undertaking a risk assessment, and covers the process of risk identification, assessment, management, monitoring and reporting.

As part of our review of our asset management planning functions and activities, we review and update our risk assessment regularly.

9.3 Risk Plans

Our infrastructure risk management assessments and plans have identified high, medium and low risks across our portfolios. This section presents the specific plans and assessments, along with the management plans, of our assets that have been assessed as high risk only. Detailed Risk Registers are documented in Section 3 of each of the sub-Asset Management Plans.

Monitoring and review is an essential and integral step in the process of managing risk. It is necessary to monitor risks, the effectiveness of any plans, strategies and management systems that have been established to control implementation of risk management actions. The review process of our risk management assessment is detailed in Table 19 below.

Table 19 Monitor and Review Program for Risk Management Assessments

Activity	Review Process
Review of new risks and changes to existing risks	As new risks arise and annual review by team with stakeholders and report to Management.
Review of Risk Management Plan	Annual review by team and update plan for management sign off.
Performance review of Risk Treatment Plan	Action plan tasks reviewed annual with Asset Management Plan review.

[27] Risk and Opportunity Assessment Guidelines (Jan 2021) v1.2. Internal document. TRIM ref: 2019/151304sec

Table 20 Risk Management Plan of our High-Risk Assets

Asset	What can happen?	Risk Rating	Risk Management Plan	Residual Risk
Retaining Walls in Road Reserves and Road Formations	Structural failure or slope instability	High	Monitor and inspection programs. Implement prioritised remedial works.	High
Wharves	Structural stability. Deterioration in condition.	Medium/ High	Inspection program. Condition survey, routine maintenance. Identify and implement renewal/ upgrade needs	Medium
Stormwater Outlets	Unauthorised entry into stormwater system	High	Installation of outlet screens.	Medium
Pit and pipe network	Localised flooding	High	Increase proactive inspections. Increase proactive cleans.	Medium
Critical Water Quality Improvement Devices	Screen blockage causing overland flooding	High	Formally identify critical Water Quality Devices. Review frequency of inspections. Formalise intervention levels. Review existing cleaning regime.	Medium
Playgrounds	Equipment failure Falls	High	Annual structure inspections and higher frequency visual inspections. Certification of new under surfacing, triennial impact testing for rubber under surfacing, minimum yearly top ups of mulch.	Medium
Boardwalks	Falls due to uneven surface Encroaching vegetation narrowing passage	High	Periodic walkthrough inspections accompanied by corrective maintenance (replacing nails with stainless steel bugle screws). Triennial pruning + reactive.	Medium
Pumps and Valves	Unauthorised pump well access	High	Implement grates to pools with unrestricted access to pump wells via water flow entrance.	Medium
Lighting Systems	Pole failure	High	Pole audit triennial – inspecting condition and making maintenance recommendations.	Medium
Steps	Slippery surfaces Structural failure	High	High visibility stair tread edges/grip strips and cleaning of stairs. Formalise visual inspections of structural members with report recommendations annual, certified inspections of large sets of stairs >10 risers or >3m fall height).	Medium
Retaining Walls (in Reserves) and Sea Walls	Structural failure	High	Structural inspections of retaining walls and sea walls at appropriate frequencies.	Medium

Asset	What can happen?	Risk Rating	Risk Management Plan	Residual Risk
Contaminated Land	Environmental and or human health risks due to poorly managed legacy contaminated sites such as former land fills underneath sportsfields and other former uses such as the gas works at Little Manly. Council has identified over 30 potentially contaminated sites. Orphan waste created by illegal dumping of asbestos in parks and bushland reserves.	Extreme	Employ a site-specific Environmental Management Plans for high-risk sites such as John Fisher Park, LM Graham Reserve and Little Manly Point. Manage other sites in line with a consistent unexpected finds protocol and compliance with WorkSafe NSW guidelines for asbestos removal and the Contaminated Land Management Act and regulations.	Medium
Boat Ramps	Slips and trips	High	Fortnightly high pressure water cleaning in Summer, monthly in winter and reactive. This needs to be formalised.	Medium
Buildings	Asbestos contamination/ exposure and other Hazardous Materials (HAZMAT).	High	HAZMAT reports in place and used. Continue to remove hazardous materials from these buildings as part of programmed upgrades.	Low
	Legionella outbreak in cooling towers.	High	Regular inspection, testing and chemical treatment.	Low
	Hit by falling objects such as ceiling panels, light covers etc. Trips on steps, changes in level, entry mats, leads etc. Slips on tiles, carpet joins, vinyl.	High	Undertake proactive inspections as per Maintenance schedules (see Section **Error! Reference source not found.**).	Low
	Exit doors being blocked off or locked and not available during an emergency.	High	Undertake regular WH&S inspections.	Low
	Fire or Other Evacuation Requirement.	High	Maintenance contracts in place and inspected regularly for compliance.	Low
	Walking through glass doors or sidelights or similar.	High	Inspect and identify all glass doors and side light to determine if safety glass is fitted. Prepare a plan for rectifying these, including priorities.	Low
	Fall from stages, balcony or other raised platforms.	High	Undertake hazard inspections on a regular basis.	Low
	Incorrectly operating door closers and locking mechanisms.	High	Regularly inspect door closers and locks as part of hazard inspections.	Low
	Collapse of cantilevered structures such as balcony or mezzanine. Vehicle accelerates through barrier on above ground carpark onto pedestrians below.	High	Undertake hazard inspections on a regular basis.	Low
	Lift malfunction causing injury to user or service team.	High	Maintenance contracts in place and inspected regularly for compliance.	Low
	Changes to statutory requirements may require a building to be out of service until the appropriate works can be undertaken to meet the new requirements.	High	Keep up to date with activity in the industry so that legislation changes can be addressed proactively.	Low

9.3.1 Emerging issues

The emerging issues raised in this Section of the AMP include:

Risk Considerations:

- The current allocation of approved funds in the Long Term Financial Plan are insufficient to remedy all the high risk retaining wall and slope stability sites. The available funds are used in a priority order to remedy these sites.
- Budgetary constraints within operational budgets mean asset inspections are not occurring at optimal frequencies for open space and recreational assets, as well as tidal pools.
- Changes to statutory requirements (i.e. DDA requirements) puts Council at risk of being accused of discrimination by a member of the public if our buildings do not meet current requirements, even if the building did not require such access when it was built. Our compliance risk is increasing and needs to be addressed through additional funding.
- Climate change is placing more stress on our infrastructure assets where the assets have not been designed to withstand future storm events.

Each of these issues need to be considered and resolved over the next ten years to be able to provide certainty for our infrastructure planning, and are included within the Unfunded Programs in Section 10.7

9.4 Risk Management Improvements

Improvements to our current risk management practices have been identified and include:

- Improve our recording and monitoring of our critical assets through:
  - Preparing automated reports from our register on critical assets compliance
  - Inspection data recorded against the asset in our register
- Review the definition of critical assets to make better use of operational funds available.
- Review and undertake risk assessment periodically on our infrastructure assets to ensure our risk is minimised and align with Council's Corporate Risk Frame.
- Undertake risk assessments in-line with Council's Corporate Risk Framework.

These improvements are also included in our Asset Management Improvement Plan Section 11 Plan Improvement & Monitoring

9.5 Risk Registers

Risk Registers have been developed for each Infrastructure Asset Class with the details of the risks identified and control measures in place contained within each sub-Asset Management Plan. A summary of the risk assessment profile is shown in Table 21 below.

Table 21 Risk Register Summary

	Inherent Risk					Residual Risk			
Sub-Asset Management Plan	Extreme	High	Medium	Low	**TOTAL**	High	Medium	Low	**TOTAL**
Building Assets	7	9	3	5	**24**	7	10	7	**24**
Open Space & Recreation Assets	0	10	19	9	**38**	0	18	20	**38**
Road Assets	0	3	5	0	**8**	1	3	4	**8**
Stormwater Assets	0	3	8	0	**11**	1	7	3	**11**
TOTAL	**7**	**25**	**35**	**14**	**81**	**9**	**38**	**34**	**81**

Each Infrastructure Asset Management Plan contains a section on Risk Management with a detailed Risk Register in Section 3:

1. 2024/168631 - 2024 Buildings Asset Management Plan (AMP)
2. 2024/168627 - 2024 Roads Infrastructure Asset Management Plan (AMP)
3. 2024/168625 - 2024 Stormwater Infrastructure Asset Management Plan (AMP)
4. 2024/168635 - 2024 Open Space & Recreation Asset Management Plan (AMP)

10. FINANCIAL SUMMARY

This section summarises the financial requirements of our assets for the Base Year (2023/24) with 2024/25 set as Year 1 and the following 10 year period to 30 June 2034. It details what financial resources are required to manage our assets over the future 10 year period.

The financial forecasts presented herein result from the information presented in the preceding sections of the AMP, and include:

- Delivering the agreed levels of service,
- Accounting for growth and changes in demand across our community,
- Life cycle management of our asset portfolio,
- Risk management practices, and
- Sustainability measures.

This section also presents the financial sustainability metrics we use to ensure we can deliver our services to the community.

10.1 Long Term Financial Plan

Council has a Long Term Financial Plan (LTFP) which covers a 10 year period, is adopted by Council as part of the Resourcing Strategy (every four years) and ensures we are a financially viable, adequately funded and a sustainable organisation. The current LTFP[28] explains how the organisation will meet its obligations now and in the future, taking into account our workforce, our finances and our assets.

The LTFP provides a financial forecast for 10 years and takes into account a range of economic factors likely to affect our performance and finances, as well as assumptions about how levels of service delivery to the community may change over time. The LTFP includes the lifecycle costs associated with our infrastructure assets, from acquisition through to disposal.

Historically, the LTFP has informed our infrastructure investment through renewal programs and maintenance expenditure. As we become more mature in our asset management practices and gain greater understanding of the needs of our assets, the AMP will be able to inform the LTFP through prioritised future work programs, ensuring we are balancing the level of service delivered to the community with our financial sustainability. The information from the AMP can also help provide data for scenario testing of different service levels.

10.2 Funding Sources and Expenditure Categories

Council funds its operations, maintenance and capital programs to manage its assets from various funding sources including:

- Development Contributions (S7.11, S7.12 and S7.4);
- Internal and external restricted reserves (incl Stormwater Management Services Charge funds);
- Grants and contributions
- Working Capital

[28] Long Term Financial Plan, Northern Beaches Council (part of the Resourcing Strategy) https://www.northernbeaches.nsw.gov.au/council/publications/strategic-framework

- Depreciation
- General Revenue

Council has adopted thresholds that apply to the capitalisation of infrastructure, property, plant and equipment:

- New infrastructure asset construction and renewal are always fully capitalised,
- Minor renewal work is only capitalised if the value exceeds $10,000. If below this threshold, the minor work is considered maintenance and expensed, and
- Plant and equipment purchases are capitalised if the value exceeds $5,000.

Table 22 Funding Categories

CAPEX New and Upgrades	CAPEX Renewal	Maintenance and Operations
• Development Contributions (S7.11, S7.12, S7.4) • Reserves • Grants • Capital Contributions • Working Capital	• Depreciation • Reserves	• General Revenue • Direct user contribution (fees and charges) for higher level of service

10.3 Financial Statements and Projections

10.3.1 Asset Valuations

Current asset valuation of the portfolio as at 30 June 2023

Asset Category	Gross Replacement Cost ('000)	Accumulated Depreciation ('000)	Written Down Value ('000)	2022/23 Annual Depreciation ('000)
Buildings	$804,502	$223,233	$581,269	$8,721
Roads – sealed	$608,614	$76,814	$531,800	$8,192
Roads – unsealed	$2,167	$294	$1,873	$5
Roads – other assets	$291,613	$47,420	$244,193	$1,926
Footpaths	$141,969	$14,761	$127,208	$1,524
Bridges	$17,424	$3,864	$13,560	$192
Stormwater	$1,110,453	$199,503	$910,950	$6,156
Open Space Assets	$159,465	$18,880	$140,585	$3,737
Other Infrastructure	$266,724	$39,181	$227,543	$2,132
Swimming Pools	$47,311	$8,008	$39,303	$298
TOTAL	**$3,450,242**	**$631,958**	**$2,818,284**	**$32,883**

We have developed a methodology for useful life[29] that is applied across all of our infrastructure assets. The methodology defines the useful life of capital assets which informs the depreciation rate in the financial asset register. The methodology componentises each capital asset into two parts:

[29] Internal document. TRIM ref: 2019/321851

- **Short-life**: This part of the asset has a shorter life than the rest of the asset. It is likely this part of the asset is renewed several times prior to the long life part of the asset. The short-life part is estimated based on the cost of the expected renewal treatment in comparison to the Replacement Cost of the whole asset component.
- **Long-life**: This part of the asset has a much longer life than the rest of the asset and is likely to be renewed/replaced once the entire asset has failed. It is calculated as the Gross Replacement Cost of the asset component less the short-life part.
- For example, the roof sheeting on a building would be the short-life of the roof asset. The structural framing of the roof would be the long-life of the roof asset.

10.3.2 Asset Revaluations

Council undertakes a full comprehensive revaluation of its infrastructure assets every 5 years and its buildings every 3 years, or whenever material changes to the asset class has occurred, whichever is the smallest. This frequency is in accordance with the Australian Accounting Standards[30]. Revaluations provide Council with an opportunity to ensure that its asset stock is valued in line with current fair value. Market inflation over a three or five year period often results in an undervaluing of our assets if revaluations are not conducted.

Our valuation assessments are undertaken in accordance with the following Australian Accounting Standards:

- AASB 13 – Fair Value Measurement
- AASB 116 – Property, Plant and Equipment

Table 23 presents the schedule for the infrastructure revaluations.

Table 23 Asset Revaluation Schedule

Asset Class	Frequency	Last Revaluation		Next Revaluation
		Date	TRIM document	
Roads Sealed	5 years	30 June 2019	2019/344498	30 June 2024
Roads Unsealed	5 years	30 June 2019	2019/344498	30 June 2024
Roads Other Assets	5 years	30 June 2019	2019/344498	30 June 2024
Bridges	5 years	30 June 2019	2019/344498	30 June 2024
Footpaths	5 years	30 June 2019	2019/344498	30 June 2024
Buildings	3 years	30 June 2021	2021/515460 2021/377806	30 June 2024
Operational Land	3 years	30 June 2021		30 June 2024
Stormwater Drainage	5 years	30 June 2020	2020/219016 2020/323667	30 June 2025
Swimming Pools	5 years	30 June 2023	2023/320366	30 June 2028
Open Space	5 years	30 June 2023	2023/320366	30 June 2028
Other Infrastructure	5 years	30 June 2023	2023/320366	30 June 2028

The revaluation methodology consists of a full review of the entire asset register, covering:

- Unit rates and gross replacement cost,
- Condition, consumption curves, accumulated depreciation, written down value, and
- Useful lives of the infrastructure assets.

Various sources of data are used to collate information to be used in the revaluation, including but not limited to:

- Recent and current contract rates, i.e. Council's panel contracts,
- Invoices from recent works completed under the capital works program,
- Industry indices and rates, i.e. Rawlinsons Construction Handbook,

[30] AASB 116 Property, Plant and Equipment

- Renewal programs and asset data to inform useful lives, and
- Industry guides, internal methodologies and inspection guidelines for condition inspections and consumption curves.

Annual desktop revaluations are also conducted to ensure that there are no material changes within the asset portfolios. This is generally undertaken through assessing a sample dataset of the asset category or a high-level indexation exercise across the asset category, with respect to changes in the unit rates and conditions.

Methodologies and guidance on undertaking both comprehensive and desktop revaluations are stored within the Promapp process management system (Section 3.6).

10.3.3 Financial sustainability of service delivery

There are four key indicators of sustainable service delivery that are considered in this AMP. These indicators are:

- Buildings and infrastructure renewals ratio, as calculated and reported in our Annual Financial Statements
- Infrastructure backlog ratio, as calculated and reported in our Annual Financial Statements
- Asset renewal funding ratio
- Asset sustainability ratio

In addition to the above ratios, we also consider our long-term forecasted costs required by our infrastructure asset portfolios, over the 10 year planning period of this AMP.

10.3.3.1 Buildings and Infrastructure Renewals Ratio

The Buildings and Infrastructure Renewals is an indicator calculated and presented annually in our Financial Statements. It is calculated by:

$$\frac{Asset\ renewals\ (actual\ /\ as\ per\ LTFP)}{Depreciation, amortisation\ and\ impairment}$$

The ratio also includes works in progress (WIP) within the asset renewals figure.

Our Asset Renewal Ratio for FY 22/23 is:

Table 24 Buildings and Infrastructure Renewals Ratio

	Target	FY 22/23	FY 21/22
Asset Renewal Ratio	100 %	131 %	113 %

Note: These figures include Kimbriki infrastructure assets, valued at approximately $5.14 million (GRC) and $4.08 million (WDV), and also include significant storm-related grants and additional re-prioritised renewals.

The Buildings and Infrastructure Renewals Ratio is an important indicator that indicates whether our renewal investments are exceeding that of our consumption of our assets (i.e. depreciation).

Table 25 Buildings and Infrastructure Renewals Ratio across Asset Classes

25 shows the Buildings and Infrastructure Renewals Ratio for FY 22/23 across the asset classes.

Table 25 Buildings and Infrastructure Renewals Ratio across Asset Classes

Asset Class	FY 22/23 Buildings and Infrastructure Renewals Ratio	Target
Bridges	208 %	100% in total
Buildings	160 %	
Footpaths	195 %	
Other Infrastructure	225 %	
Open Space / Recreational Assets	59 %	
Roads – Sealed Roads	108 %	
Roads – Unsealed Roads	1658 %	
Roads – Other Road Assets	146 %	
Stormwater Assets	97 %	
Swimming Pools	388 %	

10.3.3.2 Infrastructure Backlog Ratio

The Infrastructure Backlog Ratio is an indicator calculated and presented annually in our Financial Statements. It is calculated by:

$$\frac{Estimated\ cost\ to\ bring\ assets\ to\ a\ satisfactory\ standard}{Net\ carrying\ amount\ of\ infrastructure\ assets}$$

The ratio also includes works in progress (WIP) within the asset renewals figure.

Our Asset Renewal Ratio for FY 22/23 is:

Table 26 Infrastructure Backlog Ratio

	Target	FY 22/23	FY 21/22
Infrastructure Backlog Ratio	< 2%	1.51%	1.53%

Note: These figures include Kimbriki infrastructure assets, valued at approximately $5.14 million (GRC) and $4.08 million (WDV).

The infrastructure backlog ratio shows the infrastructure backlog in proportion to the total written down value (the value of an asset after accounting for depreciation, reflecting the asset's present worth) of a council's infrastructure. A ratio of less than 2% is considered the benchmark.

10.3.3.3 Asset Renewal Funding Ratio

The Asset Renewal Funding Ratio[31] is calculated by:

$$\frac{Capital\ Renewal\ Planned\ Budget\ (as\ per\ LTFP)}{Capital\ Renewal\ Forecast\ Outlays\ (as\ per\ AMP)}$$

This indicator is calculated over a 10 year period and demonstrates the organisation's ability to provide the required funds for the optimal renewal of our assets. The Capital Renewal Forecast Outlays includes unfunded renewal priorities.

[31] International Infrastructure Financial Management Manual (2020)

10.3.3.4 Asset Sustainability Ratio

The Asset Sustainability Ratio[32] is calculated by:

$$\frac{Capital\ Renewal\ Planned\ Budget\ (as\ per\ LTFP)}{Annual\ Depreciation}$$

This indicator is also calculated over a 10 year period and demonstrates the ratio of our planned renewal budgets against the depreciation of our assets.

Although depreciation is a long term average of consumption or deterioration of an asset, renewal needs can have peaks and troughs in shorter periods. Therefore, using depreciation as a reliable indicator for short-term assessments may not be suitable for infrastructure-intensive organisations. This indicator is included in this AMP but with caution as we continue to develop and apply the principles of our program development based on the needs of our asset portfolio.

Building and Infrastructure Renewals Ratio – Including four year forecast average and total over 10 years - by asset category

	ACTUAL 2023	Year 1 2025	Year 2 2026	Year 3 2027	Year 4 2028	4 Year Average	10 Year Total
Asset Renewals (Building and Infrastructure) / Depreciation, Amortisation and Impairment	131%	100%	96%	95%	93%	96%	94%
Renewal Ratio by Asset Category							
- Buildings	160%	119%	82%	77%	78%	89%	86%
- Roads Sealed	108%	92%	95%	104%	100%	98%	97%
- Roads Unsealed	1658%	0%	0%	0%	0%	0%	0%
- Bridges	208%	270%	310%	24%	0%	151%	60%
- Footpaths	195%	99%	120%	156%	153%	132%	135%
- Other Road Assets	146%	78%	77%	114%	113%	95%	104%
- Stormwater Drainage	97%	79%	98%	100%	100%	94%	97%
- Swimming Pools	388%	351%	133%	223%	191%	224%	221%
- Other Open Space/Recreational Assets	59%	81%	132%	108%	101%	106%	95%
- Other Infrastructure	225%	101%	55%	14%	32%	51%	39%

10.4 Financial forecasts

This AMP has identified the forecasted operations, maintenance and renewal costs, required to provide the agreed levels of service to the community over the next 10 years.

This forecast is aligned to our LTFP and proposed budgets to identify any shortfalls in funding the requirements of this AMP. The forecast also looks at our financial indicators over the period to determine our financial sustainability over the 10-year period.

Table 51 below summarises the various capital and operational programs presented in this AMP, as well as a comparison to the Council's LTFP.

[32] International Infrastructure Financial Management Manual (2020)

Table 26 10-Year Financial Forecast - Capital Expenditure – All Infrastructure

	ALL INFRASTRUCTURE $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
LTFP	Index - CPI	3.40%	3.20%	2.50%	2.50%	2.50%	2.40%	2.40%	2.40%	2.40%	2.50%	2.50%
	Capital Expenditure	$70,403	$86,884	$70,662	$54,113	$51,763	$51,718	$55,018	$54,975	$57,312	$56,984	$62,613
	Operational & Maintenance Expenditure	$46,335	$43,615	$45,170	$46,613	$47,917	$49,175	$50,440	$51,761	$53,109	$54,553	$56,024
	Estimated Annual Depreciation	$35,730	$38,104	$39,806	$41,597	$42,916	$44,310	$45,598	$46,975	$48,419	$49,842	$51,364
	Forecasted Annual Renewal Ratio	107%	100%	96%	95%	93%	95%	94%	92%	92%	90%	90%
ASSET MANAGEMENT PLANS	**FUNDED RENEWALS**											
	Renewals - ALL	$38,387	$37,961	$38,256	$39,346	$39,955	$41,892	$42,702	$43,059	$44,550	$45,061	$46,137
	FUNDED CAPITAL NEW											
	New - ALL	$32,016	$48,924	$32,406	$14,767	$11,808	$9,826	$12,316	$11,916	$12,762	$11,923	$16,476
	TOTAL CAPITAL EXPENDITURE	**$70,403**	**$86,884**	**$70,662**	**$54,113**	**$51,763**	**$51,718**	**$55,018**	**$54,975**	**$57,312**	**$56,984**	**$62,613**
	Maintenance Expenditure	$24,407	$23,404	$23,990	$24,589	$25,204	$25,809	$26,428	$27,063	$27,712	$28,405	$29,115
	Operations Expenditure	$21,928	$20,211	$20,716	$21,234	$21,765	$22,287	$22,822	$23,370	$23,930	$24,529	$25,142
	Additional maintenance exp for new assets	$0	$0	$275	$472	$584	$681	$758	$856	$954	$1,065	$1,175
	Additional operations exp for assets	$0	$0	$190	$319	$364	$399	$433	$473	$512	$554	$592
	TOTAL MAINTENANCE & OPERATIONAL EXPENDITURE	**$46,335**	**$43,615**	**$45,170**	**$46,613**	**$47,917**	**$49,175**	**$50,440**	**$51,761**	**$53,109**	**$54,553**	**$56,024**
	TOTAL LIFE CYCLE EXPENDITURE - funded	**$116,738**	**$130,499**	**$115,831**	**$100,727**	**$99,680**	**$100,894**	**$105,459**	**$106,736**	**$110,421**	**$111,537**	**$118,637**

ALL INFRASTRUCTURE $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
Unfunded Renewals	$0	$12,201	$12,567	$12,944	$13,333	$13,719	$14,117	$14,527	$14,948	$15,396	$15,858
Unfunded Renewals - Service Uplift	$0	$1,423	$1,465	$1,509	$1,555	$1,600	$1,646	$1,694	$1,743	$1,795	$1,849
Unfunded New	$0	$3,598	$3,706	$3,818	$3,932	$4,046	$4,163	$4,284	$4,408	$4,541	$4,677
Unfunded New - Service Uplift	$0	$1,510	$1,555	$1,602	$1,650	$1,698	$1,747	$1,798	$1,850	$1,906	$1,963
TOTAL UNFUNDED CAPITAL EXPENDITURE	**$0**	**$18,732**	**$19,294**	**$19,873**	**$20,469**	**$21,063**	**$21,674**	**$22,302**	**$22,949**	**$23,638**	**$24,347**
Unfunded Maintenance and Operations	$3,437	$3,547	$3,636	$3,727	$3,820	$3,911	$4,005	$4,101	$4,200	$4,305	$4,412
Unfunded Maintenance and Operations - Service Uplift	$0	$4,140	$4,244	$4,350	$4,459	$4,566	$4,675	$4,788	$4,902	$5,025	$5,151
TOTAL UNFUNDED MAINTENANCE AND OPERATIONS	**$3,437**	**$7,687**	**$7,880**	**$8,077**	**$8,278**	**$8,477**	**$8,681**	**$8,889**	**$9,102**	**$9,330**	**$9,563**
TOTAL UNFUNDED EXPENDITURE	**$3,437**	**$26,420**	**$27,174**	**$27,950**	**$28,748**	**$29,540**	**$30,355**	**$31,191**	**$32,052**	**$32,968**	**$33,910**

Table 27 10-Year Financial Forecast - Capital Expenditure – Roads and Other Road Assets

	ROADS + OTHER ROADS $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
LTFP	Index - CPI	3.40%	3.20%	2.50%	2.50%	2.50%	2.40%	2.40%	2.40%	2.40%	2.50%	2.50%
	Capital Expenditure	$19,631	$19,486	$20,202	$15,722	$14,162	$15,223	$15,491	$15,567	$15,561	$15,675	$18,361
	Operational & Maintenance Expenditure	$11,874	$8,877	$9,196	$9,522	$9,788	$10,036	$10,299	$10,568	$10,841	$11,129	$11,423
	Estimated Annual Depreciation	$10,386	$10,970	$11,533	$12,233	$12,525	$12,879	$13,237	$13,604	$13,981	$14,367	$14,773
	Forecasted Annual Renewal Ratio	117%	89%	91%	106%	102%	101%	101%	100%	99%	99%	98%
ASSET MANAGEMENT PLANS	**FUNDED RENEWALS**											
	Renewals - Roads and Other Road Assets	$12,175	$9,790	$10,547	$12,940	$12,791	$13,050	$13,315	$13,586	$13,876	$14,175	$14,482
	FUNDED CAPITAL NEW											
	New - Roads and Other Road Assets	$7,456	$9,695	$9,654	$2,782	$1,371	$2,172	$2,176	$1,980	$1,685	$1,500	$3,878
	TOTAL CAPITAL EXPENDITURE	**$19,631**	**$19,486**	**$20,202**	**$15,722**	**$14,162**	**$15,223**	**$15,491**	**$15,567**	**$15,561**	**$15,675**	**$18,361**
	Maintenance Expenditure	$5,227	$3,907	$4,005	$4,105	$4,208	$4,309	$4,412	$4,518	$4,626	$4,742	$4,860
	Operations Expenditure	$6,648	$4,970	$5,094	$5,221	$5,352	$5,480	$5,612	$5,746	$5,884	$6,031	$6,182
	Additional maintenance exp for new assets	$0	$0	$39	$78	$91	$99	$110	$122	$132	$142	$152
	Additional operations exp for assets	$0	$0	$58	$118	$137	$149	$165	$182	$199	$214	$228
	TOTAL MAINTENANCE & OPERATIONAL EXPENDITURE	**$11,874**	**$8,877**	**$9,196**	**$9,522**	**$9,788**	**$10,036**	**$10,299**	**$10,568**	**$10,841**	**$11,129**	**$11,423**
	TOTAL LIFE CYCLE EXPENDITURE	**$31,506**	**$28,362**	**$29,397**	**$25,244**	**$23,949**	**$25,259**	**$25,790**	**$26,135**	**$26,402**	**$26,804**	**$29,783**

ROADS + OTHER ROADS $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
Unfunded Renewals	$0	$4,046	$4,167	$4,292	$4,421	$4,549	$4,681	$4,817	$4,956	$5,105	$5,258
Unfunded Renewals - Service Uplift	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Unfunded New	$0	$863	$889	$916	$943	$971	$999	$1,028	$1,058	$1,089	$1,122
Unfunded New - Service Uplift	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL UNFUNDED CAPITAL EXPENDITURE	**$0**	**$4,909**	**$5,056**	**$5,208**	**$5,364**	**$5,520**	**$5,680**	**$5,844**	**$6,014**	**$6,194**	**$6,380**
Unfunded Maintenance and Operations	$1,310	$1,352	$1,386	$1,420	$1,456	$1,491	$1,527	$1,563	$1,601	$1,641	$1,682
Unfunded Maintenance and Operations - Service Uplift	$0	$341	$349	$358	$367	$376	$385	$394	$403	$413	$424
TOTAL UNFUNDED MAINTENANCE AND OPERATIONS	**$1,310**	**$1,692**	**$1,735**	**$1,778**	**$1,823**	**$1,866**	**$1,911**	**$1,957**	**$2,004**	**$2,054**	**$2,105**
TOTAL UNFUNDED EXPENDITURE	**$1,310**	**$6,601**	**$6,791**	**$6,986**	**$7,187**	**$7,386**	**$7,591**	**$7,801**	**$8,018**	**$8,248**	**$8,485**

Table 28 10-Year Financial Forecast - Capital Expenditure – Bridges

	BRIDGES $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
LTFP	Index - CPI	3.40%	3.20%	2.50%	2.50%	2.50%	2.40%	2.40%	2.40%	2.40%	2.50%	2.50%
	Capital Expenditure	$1,199	$3,809	$1,022	$80	$0	$0	$0	$0	$0	$0	$0
	Operational & Maintenance Expenditure	$2	$2	$32	$33	$34	$35	$35	$36	$37	$38	$39
	Estimated Annual Depreciation	$275	$303	$330	$339	$347	$356	$364	$373	$382	$391	$401
	Forecasted Annual Renewal Ratio	374%	270%	310%	24%	0%	0%	0%	0%	0%	0%	0%
ASSET MANAGEMENT PLANS	**FUNDED RENEWALS**											
	Renewals - Bridges	$1,028	$818	$1,022	$80	$0	$0	$0	$0	$0	$0	$0
	FUNDED CAPITAL NEW											
	New - Bridges	$171	$2,990	$0	$0	$0	$0	$0	$0	$0	$0	$0
	TOTAL CAPITAL EXPENDITURE	**$1,199**	**$3,809**	**$1,022**	**$80**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
	Maintenance Expenditure	$2	$2	$2	$2	$2	$2	$2	$2	$2	$2	$2
	Operations Expenditure	$0	$0	$0	$0	$0	$0	$0	$0	$1	$1	$1
	Additional maintenance exp for new assets	$0	$0	$24	$25	$25	$26	$26	$27	$28	$28	$29
	Additional operations exp for assets	$0	$0	$6	$6	$6	$6	$7	$7	$7	$7	$7
	TOTAL MAINTENANCE & OPERATIONAL EXPENDITURE	**$2**	**$2**	**$32**	**$33**	**$34**	**$35**	**$35**	**$36**	**$37**	**$38**	**$39**
	TOTAL LIFE CYCLE EXPENDITURE	**$1,201**	**$3,811**	**$1,054**	**$113**	**$34**	**$35**	**$35**	**$36**	**$37**	**$38**	**$39**

BRIDGES $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
Unfunded Renewals	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Unfunded Renewals - Service Uplift	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Unfunded New	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Unfunded New - Service Uplift	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL UNFUNDED CAPITAL EXPENDITURE	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
Unfunded Maintenance and Operations	$80	$83	$85	$87	$89	$91	$93	$95	$98	$100	$103
Unfunded Maintenance and Operations - Service Uplift	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL UNFUNDED MAINTENANCE AND OPERATIONS	**$80**	**$83**	**$85**	**$87**	**$89**	**$91**	**$93**	**$95**	**$98**	**$100**	**$103**
TOTAL UNFUNDED EXPENDITURE	**$80**	**$83**	**$85**	**$87**	**$89**	**$91**	**$93**	**$95**	**$98**	**$100**	**$103**

Table 29 10-Year Financial Forecast - Capital Expenditure – Footpaths

	FOOTPATHS $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
LTFP	Index - CPI	3.40%	3.20%	2.50%	2.50%	2.50%	2.40%	2.40%	2.40%	2.40%	2.50%	2.50%
	Capital Expenditure	$7,086	$6,851	$4,395	$5,888	$5,410	$6,041	$6,065	$5,568	$5,640	$7,671	$8,419
	Operational & Maintenance Expenditure	$1,782	$1,839	$1,935	$2,008	$2,090	$2,166	$2,250	$2,336	$2,418	$2,505	$2,618
	Estimated Annual Depreciation	$1,472	$1,870	$1,577	$1,753	$1,826	$1,897	$1,973	$2,050	$2,127	$2,131	$2,231
	Forecasted Annual Renewal Ratio	128%	99%	120%	156%	153%	150%	147%	144%	142%	120%	117%
ASSET MANAGEMENT PLANS	**FUNDED RENEWALS**											
	Renewals - Footpaths	$1,888	$1,851	$1,895	$2,738	$2,790	$2,842	$2,895	$2,948	$3,020	$2,551	$2,615
	FUNDED CAPITAL NEW											
	New - Footpaths	$5,198	$5,000	$2,500	$3,150	$2,620	$3,199	$3,170	$2,620	$2,620	$5,120	$5,804
	TOTAL CAPITAL EXPENDITURE	**$7,086**	**$6,851**	**$4,395**	**$5,888**	**$5,410**	**$6,041**	**$6,065**	**$5,568**	**$5,640**	**$7,671**	**$8,419**
	Maintenance Expenditure	$1,603	$1,655	$1,696	$1,739	$1,782	$1,825	$1,869	$1,913	$1,959	$2,008	$2,058
	Operations Expenditure	$178	$184	$188	$193	$198	$203	$208	$213	$218	$223	$229
	Additional maintenance exp for new assets	$0	$0	$45	$69	$99	$125	$156	$189	$217	$246	$298
	Additional operations exp for assets	$0	$0	$5	$8	$11	$14	$17	$21	$24	$27	$33
	TOTAL MAINTENANCE & OPERATIONAL EXPENDITURE	**$1,782**	**$1,839**	**$1,935**	**$2,008**	**$2,090**	**$2,166**	**$2,250**	**$2,336**	**$2,418**	**$2,505**	**$2,618**
	TOTAL LIFE CYCLE EXPENDITURE	**$8,868**	**$8,690**	**$6,330**	**$7,895**	**$7,500**	**$8,207**	**$8,315**	**$7,904**	**$8,057**	**$10,176**	**$11,038**

FOOTPATHS $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
Unfunded Renewals	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Unfunded Renewals - Service Uplift	$0	$780	$803	$828	$852	$877	$902	$929	$956	$984	$1,014
Unfunded New	$0	$728	$750	$772	$796	$819	$842	$867	$892	$919	$946
Unfunded New - Service Uplift	$0	$780	$803	$828	$852	$877	$902	$929	$956	$984	$1,014
TOTAL UNFUNDED CAPITAL EXPENDITURE	**$0**	**$2,288**	**$2,357**	**$2,427**	**$2,500**	**$2,573**	**$2,647**	**$2,724**	**$2,803**	**$2,887**	**$2,974**
Unfunded Maintenance and Operations	$57	$59	$60	$62	$63	$65	$66	$68	$70	$71	$73
Unfunded Maintenance and Operations - Service Uplift	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL UNFUNDED MAINTENANCE AND OPERATIONS	**$57**	**$59**	**$60**	**$62**	**$63**	**$65**	**$66**	**$68**	**$70**	**$71**	**$73**
TOTAL UNFUNDED EXPENDITURE	**$57**	**$2,347**	**$2,417**	**$2,489**	**$2,564**	**$2,638**	**$2,714**	**$2,792**	**$2,873**	**$2,959**	**$3,047**

Table 30 10-Year Financial Forecast - Capital Expenditure – Stormwater

	STORMWATER $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
LTFP	Index - CPI	3.40%	3.20%	2.50%	2.50%	2.50%	2.40%	2.40%	2.40%	2.40%	2.50%	2.50%
	Capital Expenditure	$8,428	$10,122	$9,047	$9,360	$9,532	$10,452	$10,627	$10,856	$10,649	$11,046	$11,399
	Operational & Maintenance Expenditure	$3,354	$3,462	$3,573	$3,672	$3,773	$3,874	$3,980	$4,089	$4,200	$4,316	$4,437
	Estimated Annual Depreciation	$6,395	$6,565	$7,213	$7,413	$7,619	$7,830	$8,044	$8,262	$8,486	$8,714	$8,956
	Forecasted Annual Renewal Ratio	104%	79%	98%	100%	100%	100%	99%	99%	99%	99%	98%
ASSET MANAGEMENT PLANS	**FUNDED RENEWALS**											
	Renewals - Stormwater	$6,677	$5,167	$7,105	$7,431	$7,615	$7,798	$7,985	$8,177	$8,381	$8,591	$8,805
	FUNDED CAPITAL NEW											
	New - Stormwater	$1,751	$4,955	$1,942	$1,930	$1,917	$2,654	$2,642	$2,680	$2,268	$2,456	$2,594
	TOTAL CAPITAL EXPENDITURE	**$8,428**	**$10,122**	**$9,047**	**$9,360**	**$9,532**	**$10,452**	**$10,627**	**$10,856**	**$10,649**	**$11,046**	**$11,399**
	Maintenance Expenditure	$2,180	$2,250	$2,306	$2,364	$2,423	$2,481	$2,541	$2,602	$2,664	$2,731	$2,799
	Operations Expenditure	$1,174	$1,212	$1,242	$1,273	$1,305	$1,336	$1,368	$1,401	$1,435	$1,470	$1,507
	Additional maintenance exp for new assets	$0	$0	$16	$23	$30	$37	$46	$56	$66	$75	$85
	Additional operations exp for assets	$0	$0	$9	$12	$16	$20	$25	$30	$35	$40	$46
	TOTAL MAINTENANCE & OPERATIONAL EXPENDITURE	**$3,354**	**$3,462**	**$3,573**	**$3,672**	**$3,773**	**$3,874**	**$3,980**	**$4,089**	**$4,200**	**$4,316**	**$4,437**
	TOTAL LIFE CYCLE EXPENDITURE	**$11,782**	**$13,584**	**$12,620**	**$13,032**	**$13,305**	**$14,326**	**$14,607**	**$14,945**	**$14,849**	**$15,363**	**$15,836**

STORMWATER $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
Unfunded Renewals	$0	$1,914	$1,971	$2,030	$2,091	$2,152	$2,214	$2,278	$2,344	$2,415	$2,487
Unfunded Renewals - Service Uplift	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Unfunded New	$0	$1,425	$1,468	$1,512	$1,557	$1,602	$1,649	$1,696	$1,746	$1,798	$1,852
Unfunded New - Service Uplift	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL UNFUNDED CAPITAL EXPENDITURE	**$0**	**$3,338**	**$3,439**	**$3,542**	**$3,648**	**$3,754**	**$3,863**	**$3,975**	**$4,090**	**$4,213**	**$4,339**
Unfunded Maintenance and Operations	$420	$433	$444	$455	$467	$478	$489	$501	$513	$526	$539
Unfunded Maintenance and Operations - Service Uplift	$0	$2,076	$2,128	$2,182	$2,236	$2,290	$2,345	$2,401	$2,459	$2,520	$2,583
TOTAL UNFUNDED MAINTENANCE AND OPERATIONS	**$420**	**$2,510**	**$2,573**	**$2,637**	**$2,703**	**$2,768**	**$2,834**	**$2,902**	**$2,972**	**$3,046**	**$3,122**
TOTAL UNFUNDED EXPENDITURE	**$420**	**$5,848**	**$6,011**	**$6,179**	**$6,351**	**$6,521**	**$6,697**	**$6,877**	**$7,062**	**$7,259**	**$7,461**

Table 31 10-Year Financial Forecast - Capital Expenditure – Open Space

	OPEN SPACE $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
LTFP	Index - CPI	3.40%	3.20%	2.50%	2.50%	2.50%	2.40%	2.40%	2.40%	2.40%	2.50%	2.50%
	Capital Expenditure	$19,720	$11,779	$15,100	$9,400	$8,492	$7,447	$10,008	$10,349	$11,755	$8,547	$10,041
	Operational & Maintenance Expenditure	$6,081	$6,276	$6,509	$6,757	$6,963	$7,159	$7,349	$7,569	$7,797	$8,054	$8,283
	Estimated Annual Depreciation	$4,593	$5,163	$4,926	$5,268	$5,522	$5,767	$5,985	$6,270	$6,563	$6,909	$7,191
	Forecasted Annual Renewal Ratio	143%	81%	132%	108%	101%	98%	95%	91%	85%	82%	81%
ASSET MANAGEMENT PLANS	**FUNDED RENEWALS**											
	Renewals - Open Space	$6,571	$4,171	$6,507	$5,690	$5,592	$5,647	$5,681	$5,713	$5,565	$5,699	$5,841
	FUNDED CAPITAL NEW											
	New - Open Space	$13,149	$7,609	$8,593	$3,710	$2,900	$1,800	$4,328	$4,636	$6,190	$2,848	$4,200
	TOTAL CAPITAL EXPENDITURE	**$19,720**	**$11,779**	**$15,100**	**$9,400**	**$8,492**	**$7,447**	**$10,008**	**$10,349**	**$11,755**	**$8,547**	**$10,041**
	Maintenance Expenditure	$4,865	$5,020	$5,146	$5,275	$5,406	$5,536	$5,669	$5,805	$5,944	$6,093	$6,245
	Operations Expenditure	$1,216	$1,255	$1,286	$1,319	$1,352	$1,384	$1,417	$1,451	$1,486	$1,523	$1,561
	Additional maintenance exp for new assets	$0	$0	$61	$131	$164	$191	$210	$250	$293	$350	$381
	Additional operations exp for assets	$0	$0	$15	$33	$41	$48	$53	$62	$73	$87	$95
	TOTAL MAINTENANCE & OPERATIONAL EXPENDITURE	**$6,081**	**$6,276**	**$6,509**	**$6,757**	**$6,963**	**$7,159**	**$7,349**	**$7,569**	**$7,797**	**$8,054**	**$8,283**
	TOTAL LIFE CYCLE EXPENDITURE	**$25,801**	**$18,055**	**$21,608**	**$16,157**	**$15,455**	**$14,606**	**$17,358**	**$17,918**	**$19,552**	**$16,600**	**$18,325**

OPEN SPACE $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
Unfunded Renewals	$0	$530	$546	$563	$580	$596	$614	$631	$650	$669	$689
Unfunded Renewals - Service Uplift	$0	$156	$161	$166	$170	$175	$180	$186	$191	$197	$203
Unfunded New	$0	$582	$600	$618	$636	$655	$674	$693	$714	$735	$757
Unfunded New - Service Uplift	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL UNFUNDED CAPITAL EXPENDITURE	**$0**	**$1,269**	**$1,307**	**$1,346**	**$1,386**	**$1,427**	**$1,468**	**$1,511**	**$1,554**	**$1,601**	**$1,649**
Unfunded Maintenance and Operations	$470	$485	$497	$510	$522	$535	$548	$561	$574	$589	$603
Unfunded Maintenance and Operations - Service Uplift	$0	$1,723	$1,767	$1,811	$1,856	$1,900	$1,946	$1,993	$2,041	$2,092	$2,144
TOTAL UNFUNDED MAINTENANCE AND OPERATIONS	**$470**	**$2,208**	**$2,264**	**$2,320**	**$2,378**	**$2,435**	**$2,494**	**$2,554**	**$2,615**	**$2,680**	**$2,747**
TOTAL UNFUNDED EXPENDITURE	**$470**	**$3,477**	**$3,571**	**$3,666**	**$3,765**	**$3,862**	**$3,962**	**$4,064**	**$4,169**	**$4,281**	**$4,396**

Table 32 10-Year Financial Forecast - Capital Expenditure – Other Infrastructure

	OTHER INFRASTRUCTURE $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
LTFP	Index - CPI	3.40%	3.20%	2.50%	2.50%	2.50%	2.40%	2.40%	2.40%	2.40%	2.50%	2.50%
	Capital Expenditure	$2,791	$6,532	$5,267	$3,598	$3,941	$959	$977	$995	$1,014	$1,035	$1,057
	Operational & Maintenance Expenditure	$3,973	$4,100	$4,241	$4,384	$4,526	$4,664	$4,776	$4,891	$5,008	$5,133	$5,262
	Estimated Annual Depreciation	$2,554	$2,662	$2,798	$2,784	$2,939	$3,041	$3,116	$3,193	$3,272	$3,353	$3,439
	Forecasted Annual Renewal Ratio	54%	101%	55%	14%	32%	32%	31%	31%	31%	31%	31%
ASSET MANAGEMENT PLANS	**FUNDED RENEWALS**											
	Renewals - Other Infrastructure	$1,368	$2,697	$1,530	$402	$941	$959	$977	$995	$1,014	$1,035	$1,057
	FUNDED CAPITAL NEW											
	New - Other Infrastructure	$1,423	$3,836	$3,737	$3,196	$3,000	$0	$0	$0	$0	$0	$0
	TOTAL CAPITAL EXPENDITURE	**$2,791**	**$6,532**	**$5,267**	**$3,598**	**$3,941**	**$959**	**$977**	**$995**	**$1,014**	**$1,035**	**$1,057**
	Maintenance Expenditure	$3,178	$3,280	$3,362	$3,446	$3,532	$3,617	$3,704	$3,792	$3,883	$3,981	$4,080
	Operations Expenditure	$795	$820	$840	$861	$883	$904	$926	$948	$971	$995	$1,020
	Additional maintenance exp for new assets	$0	$0	$31	$61	$88	$115	$117	$120	$123	$126	$129
	Additional operations exp for assets	$0	$0	$8	$15	$22	$29	$29	$30	$31	$32	$32
	TOTAL MAINTENANCE & OPERATIONAL EXPENDITURE	**$3,973**	**$4,100**	**$4,241**	**$4,384**	**$4,526**	**$4,664**	**$4,776**	**$4,891**	**$5,008**	**$5,133**	**$5,262**
	TOTAL LIFE CYCLE EXPENDITURE	**$6,763**	**$10,632**	**$9,508**	**$7,982**	**$8,467**	**$5,623**	**$5,753**	**$5,886**	**$6,022**	**$6,168**	**$6,319**

OTHER INFRASTRUCTURE $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
Unfunded Renewals	$0	$2,480	$2,555	$2,631	$2,710	$2,789	$2,870	$2,953	$3,039	$3,130	$3,224
Unfunded Renewals - Service Uplift	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Unfunded New	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Unfunded New - Service Uplift	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL UNFUNDED CAPITAL EXPENDITURE	**$0**	**$2,480**	**$2,555**	**$2,631**	**$2,710**	**$2,789**	**$2,870**	**$2,953**	**$3,039**	**$3,130**	**$3,224**
Unfunded Maintenance and Operations	$200	$206	$212	$217	$222	$228	$233	$239	$244	$250	$257
Unfunded Maintenance and Operations - Service Uplift	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL UNFUNDED MAINTENANCE AND OPERATIONS	**$200**	**$206**	**$212**	**$217**	**$222**	**$228**	**$233**	**$239**	**$244**	**$250**	**$257**
TOTAL UNFUNDED EXPENDITURE	**$200**	**$2,687**	**$2,766**	**$2,848**	**$2,933**	**$3,017**	**$3,103**	**$3,192**	**$3,283**	**$3,380**	**$3,481**

Table 33 10-Year Financial Forecast - Capital Expenditure – Swimming Pools

	SWIMMING POOLS $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
LTFP	Index - CPI	3.40%	3.20%	2.50%	2.50%	2.50%	2.40%	2.40%	2.40%	2.40%	2.50%	2.50%
	Capital Expenditure	$1,175	$1,280	$791	$1,410	$1,232	$1,675	$1,693	$941	$1,730	$1,772	$1,817
	Operational & Maintenance Expenditure	$944	$974	$999	$1,024	$1,049	$1,074	$1,100	$1,127	$1,154	$1,182	$1,212
	Estimated Annual Depreciation	$260	$365	$595	$633	$646	$681	$702	$697	$744	$767	$792
	Forecasted Annual Renewal Ratio	452%	351%	133%	223%	191%	246%	241%	135%	233%	231%	229%
ASSET MANAGEMENT PLANS	**FUNDED RENEWALS**											
	Renewals - Swimming Pools	$1,175	$1,280	$791	$1,410	$1,232	$1,675	$1,693	$941	$1,730	$1,772	$1,817
	FUNDED CAPITAL NEW											
	New - Swimming Pools	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	TOTAL CAPITAL EXPENDITURE	**$1,175**	**$1,280**	**$791**	**$1,410**	**$1,232**	**$1,675**	**$1,693**	**$941**	**$1,730**	**$1,772**	**$1,817**
	Maintenance Expenditure	$755	$779	$799	$819	$839	$859	$880	$901	$923	$946	$970
	Operations Expenditure	$189	$195	$200	$205	$210	$215	$220	$225	$231	$236	$242
	Additional maintenance exp for new assets	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Additional operations exp for assets	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	TOTAL MAINTENANCE & OPERATIONAL EXPENDITURE	**$944**	**$974**	**$999**	**$1,024**	**$1,049**	**$1,074**	**$1,100**	**$1,127**	**$1,154**	**$1,182**	**$1,212**
	TOTAL LIFE CYCLE EXPENDITURE	**$2,119**	**$2,254**	**$1,789**	**$2,434**	**$2,281**	**$2,749**	**$2,793**	**$2,067**	**$2,884**	**$2,955**	**$3,029**

SWIMMING POOLS $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
Unfunded Renewals	$0	$926	$953	$982	$1,011	$1,041	$1,071	$1,102	$1,134	$1,168	$1,203
Unfunded Renewals - Service Uplift	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Unfunded New	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Unfunded New - Service Uplift	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL UNFUNDED CAPITAL EXPENDITURE	**$0**	**$926**	**$953**	**$982**	**$1,011**	**$1,041**	**$1,071**	**$1,102**	**$1,134**	**$1,168**	**$1,203**
Unfunded Maintenance and Operations	$100	$103	$106	$108	$111	$114	$117	$119	$122	$125	$128
Unfunded Maintenance and Operations - Service Uplift	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL UNFUNDED MAINTENANCE AND OPERATIONS	**$100**	**$103**	**$106**	**$108**	**$111**	**$114**	**$117**	**$119**	**$122**	**$125**	**$128**
TOTAL UNFUNDED EXPENDITURE	**$100**	**$1,029**	**$1,059**	**$1,090**	**$1,123**	**$1,155**	**$1,187**	**$1,221**	**$1,256**	**$1,293**	**$1,331**

Table 34 10-Year Financial Forecast - Capital Expenditure - Buildings

	BUILDINGS $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
LTFP	Index - CPI	3.40%	3.20%	2.50%	2.50%	2.50%	2.40%	2.40%	2.40%	2.40%	2.50%	2.50%
	Capital Expenditure	$10,373	$27,024	$14,839	$8,656	$8,994	$9,922	$10,158	$10,699	$10,964	$11,238	$11,519
	Operational & Maintenance Expenditure	$18,326	$18,086	$18,687	$19,214	$19,694	$20,167	$20,651	$21,147	$21,654	$22,195	$22,750
	Estimated Annual Depreciation	$9,796	$10,205	$10,833	$11,173	$11,491	$11,858	$12,177	$12,525	$12,863	$13,211	$13,580
	Forecasted Annual Renewal Ratio	77%	119%	82%	77%	78%	84%	83%	85%	85%	85%	85%
ASSET MANAGEMENT PLANS	**FUNDED RENEWALS**											
	Renewals - Buildings	$7,505	$12,186	$8,860	$8,656	$8,994	$9,922	$10,158	$10,699	$10,964	$11,238	$11,519
	FUNDED CAPITAL NEW											
	New - Buildings	$2,868	$14,838	$5,979	$0	$0	$0	$0	$0	$0	$0	$0
	TOTAL CAPITAL EXPENDITURE	**$10,373**	**$27,024**	**$14,839**	**$8,656**	**$8,994**	**$9,922**	**$10,158**	**$10,699**	**$10,964**	**$11,238**	**$11,519**
	Maintenance Expenditure	$6,597	$6,511	$6,674	$6,841	$7,012	$7,180	$7,352	$7,529	$7,709	$7,902	$8,100
	Operations Expenditure	$11,728	$11,575	$11,865	$12,161	$12,465	$12,764	$13,071	$13,385	$13,706	$14,048	$14,400
	Additional maintenance exp for new assets	$0	$0	$59	$85	$87	$89	$91	$93	$96	$98	$100
	Additional operations exp for assets	$0	$0	$89	$127	$130	$133	$137	$140	$143	$147	$151
	TOTAL MAINTENANCE & OPERATIONAL EXPENDITURE	**$18,326**	**$18,086**	**$18,687**	**$19,214**	**$19,694**	**$20,167**	**$20,651**	**$21,147**	**$21,654**	**$22,195**	**$22,750**
	TOTAL LIFE CYCLE EXPENDITURE	**$28,698**	**$45,111**	**$33,526**	**$27,870**	**$28,688**	**$30,088**	**$30,808**	**$31,845**	**$32,618**	**$33,433**	**$34,269**

BUILDINGS $'000	Year 0 23/24	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Year 5 28/29	Year 6 29/30	Year 7 30/31	Year 8 31/32	Year 9 32/33	Year 10 33/34
Unfunded Renewals	$0	$2,306	$2,375	$2,446	$2,519	$2,593	$2,668	$2,745	$2,825	$2,909	$2,997
Unfunded Renewals - Service Uplift	$0	$487	$501	$516	$532	$547	$563	$579	$596	$614	$633
Unfunded New	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Unfunded New - Service Uplift	$0	$730	$752	$775	$798	$821	$845	$869	$894	$921	$949
TOTAL UNFUNDED CAPITAL EXPENDITURE	**$0**	**$3,522**	**$3,628**	**$3,737**	**$3,849**	**$3,961**	**$4,076**	**$4,194**	**$4,315**	**$4,445**	**$4,578**
Unfunded Maintenance and Operations	$800	$826	$846	$867	$889	$910	$932	$955	$978	$1,002	$1,027
Unfunded Maintenance and Operations - Service Uplift	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TOTAL UNFUNDED MAINTENANCE AND OPERATIONS	**$800**	**$826**	**$846**	**$867**	**$889**	**$910**	**$932**	**$955**	**$978**	**$1,002**	**$1,027**
TOTAL UNFUNDED EXPENDITURE	**$800**	**$4,348**	**$4,474**	**$4,604**	**$4,738**	**$4,871**	**$5,008**	**$5,148**	**$5,293**	**$5,447**	**$5,605**

Figure 13 NBC Capital Investment

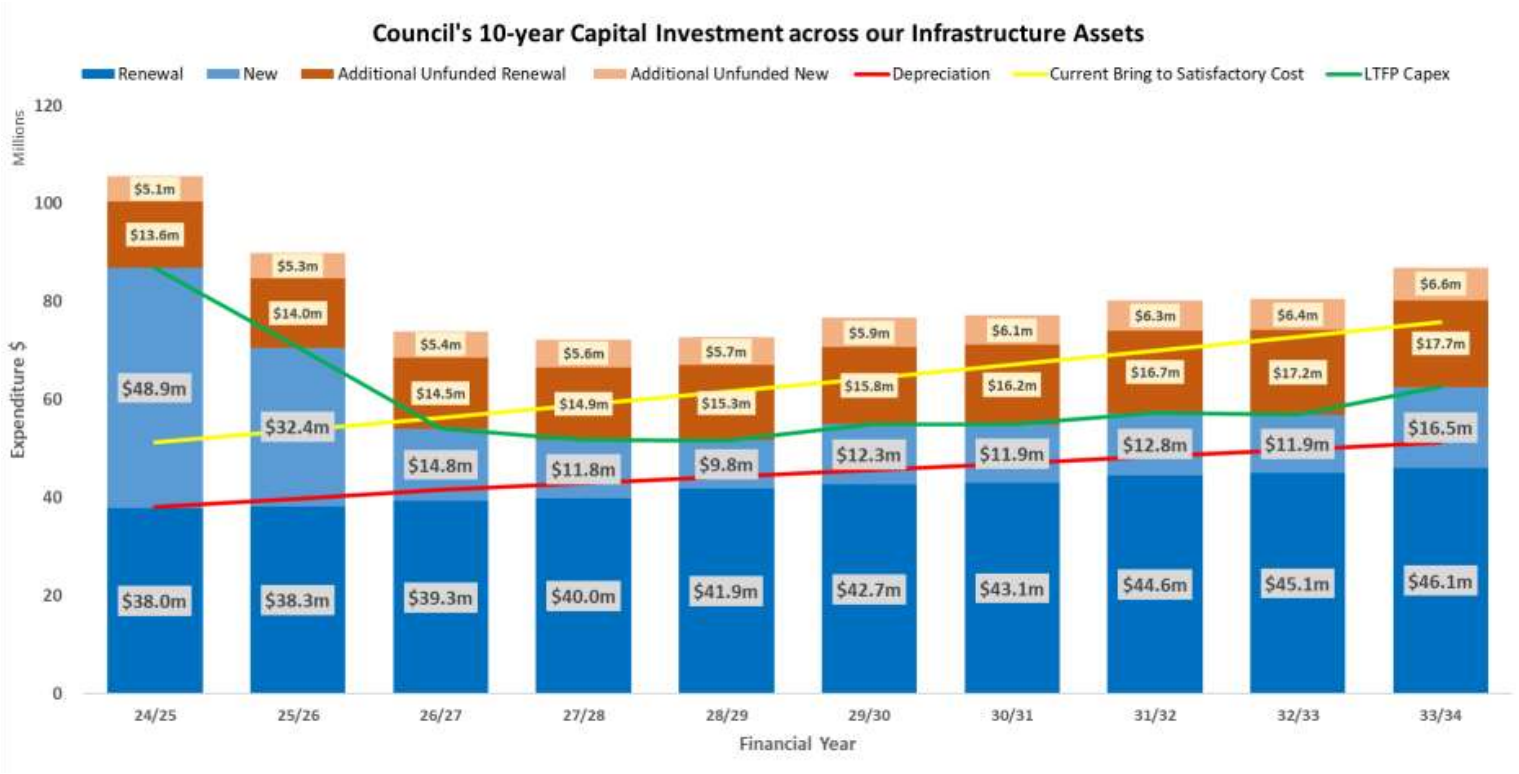
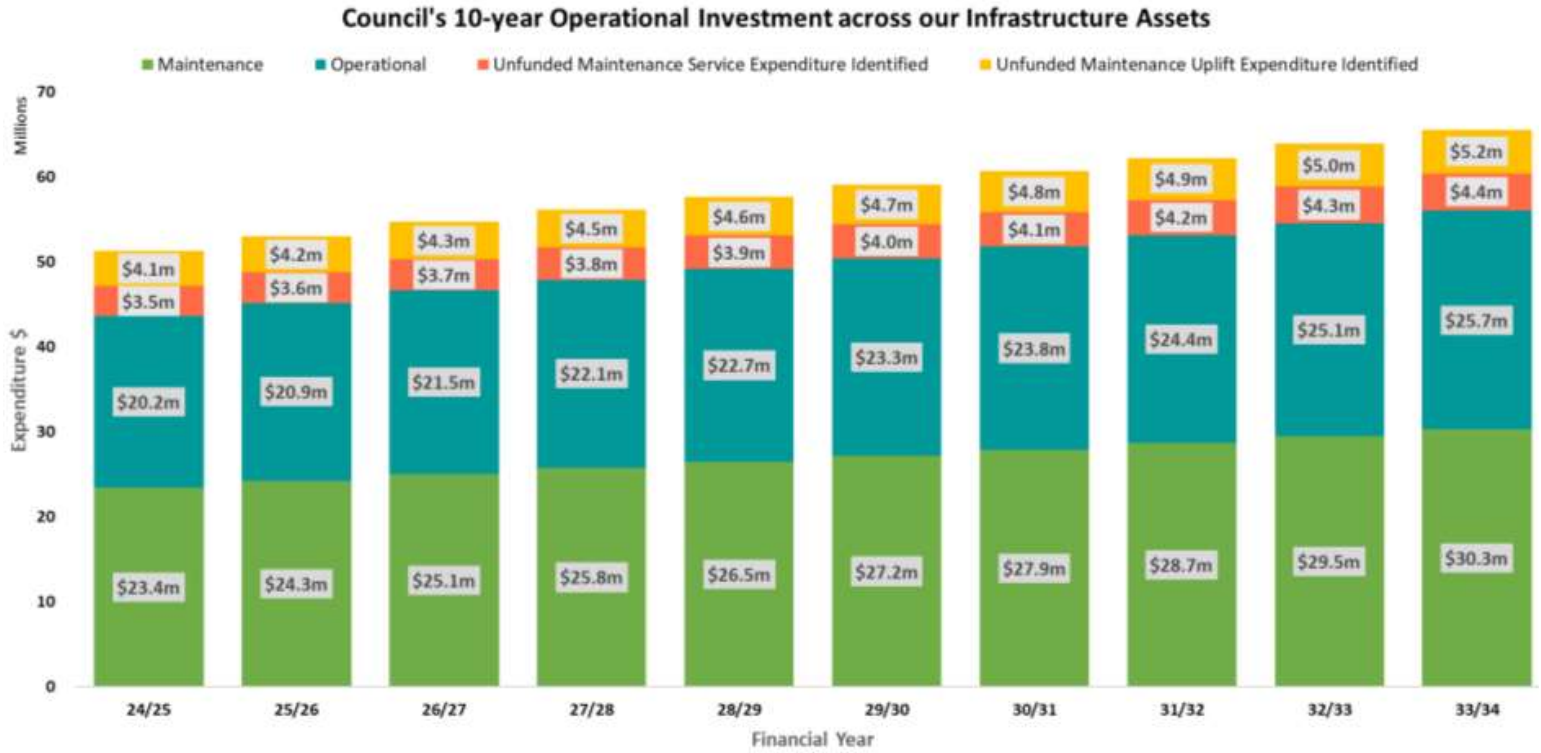


Figure 14 NBC Operational Investment



10.5 Assumptions

The assumptions made in the financial forecast above include:

- The forecast costs, proposed budgets and valuation projections presented above are based on the best available data.
- Year 10 within this Asset Management Plan is assumed as the current LTFP
- The LTFP assumes additional maintenance expenditure from new assets is 1% of capital value (GRC) for all assets, except stormwater infrastructure which is assumed as 0.5% of capital value (GRC).
- The funded capital programs are based on Council's adopted Delivery Program. Any unfunded programs/projects have not had a funding source identified.
- The impacts of the COVID-19 pandemic have not been included in the above forecast.
- The financial figures do not include any rollovers from FY 22/23.
- Assumption made to split out maintenance and operations expenditure from LTFP, based on 2022/23 actuals.

10.6 Improvements

This Plan aligns with the revised Community Strategic Plan and its Resourcing Strategy (including the Long-Term Financial Plan (LTFP), Workforce Management Strategy and Asset Management Strategy), which were revised in 2022. As part of this process the development of the LTFP has been integrated within this AMP, to streamline the process and provide opportunities for greater modelling for areas such as the infrastructure backlog.

11. UNFUNDED PROGRAMS

A review of the current asset renewal and maintenance programs and the associated levels previously reported as Unfunded Programs has been undertaken as part of this AMP refresh. Infrastructure funding gaps have been identified within each of the sub- Asset Management Plans, highlighted in below showing a summary of funding shortfalls against the following categories:

- Asset Renewal Gap
- Asset Maintenance Gap
- Uplift in Service
- New Assets

Table 35 10-Year Unfunded Programs

Category	10-year Gap ($m)
Renewal Gap	$117
Maintenance Gap	$34
Uplift in Service Gap	$67
New Asset Gap	$37
Total unfunded Asset Management Plan	**$255m**

11.1 Asset Renewal Gap

The following Asset Renewal Program Gaps have been identified and are described in more detail in each of the sub Asset Management Plans.

11.1.1 Renewal Gap - Buildings

No	Renewal Gap Program	Renewal Gap Description	10-year Gap ($m) $22.2
B.R1	Sport Buildings Renewal Program	Critical Asset Renewal Program - Grandstands Jamieson Park Sports Amenities and Clubhouse Rebuild Project	$2.5
B.R2	Disability Inclusion Action Plan (DIAP) Program	Disability Inclusion Action Plan (DIAP) Program	$1.3
B.R3	Theatre Renewal Program	Glen St Theatre Specialised Fitout Renewal Program	$1.6
B.R4	Heritage Building Renewal Program	Heritage Building Renewal Program	$0.4
B.R5	Operational Buildings Renewal Program	Operational Buildings Renewal Program Energy Efficient Solar PV Renewal Project Roof Access System Installation Program Hazardous Material Remediation Program - additional costs over renewal	$5.7
B.R6	Technical Building Plant Renewal Program	Technical Building Plant Renewal Program - aircon etc.	$7.5
B.R7	Warringah Aquatic Centre (WAC) Renewal Programs	Additional funding required to maintain WAC operating until renewal	$3.0

11.1.2 Renewal Gap - Roads, Footpaths and Other Transport Infrastructure

No	Renewal Gap Program	Renewal Gap Description	10-year Gap ($m)$38.9m
R.R1	Road Renewal Program	Condition 4 & 5 assets based on Feb 2024 Condition Assessment	$24.8
R.R2	Retaining Renewal Program	High-risk priority Retaining Walls, Cuttings and Embankments Renewals	$6.3
R.R3	Kerb & Gutter Renewal Program	Renewal of aging infrastructure & street tree impacts	$4.0
R.R4	Carpark Renewal Program	Carpark Renewal Program	$2.3
R.R5	Bus stop Renewal Program	DDA compliance for existing bus stops	$1.5

11.1.3 Renewal Gap - Stormwater Infrastructure

No	Renewal Gap Program	Renewal Gap Description	10-year Gap ($m) $18.4m
S.R1	Backlog Pipe Renewal Program	Program targeted to renew condition 4 and 5 backlog works	$15.4
S.R2	Minor Stormwater Works Program	Additional program to address medium and lower ranked customer requests	$1.4
S.R3	Ocean Outfall Investigation and Renewal Program	Investigate ocean outfalls at Manly, Dee Why, Collaroy, Mona Vale & Newport Beach and consider the augmentation/removal of large high-risk outlets.	$1.6

11.1.4 Renewal Gap - Open Space and Recreational Assets

No	Renewal Gap Program	Renewal Gap Description	10-year Gap ($m) $37.9m
O.R1	Trail Renewal Program	Recreational Trails funding gap	$3.2
O.R2	Playground Renewal Program	Playground Renewal gap	$3.7
O.R3	Rockpool Renewal Program	• Funding gap between rockpool major repair and full renewal • New floor for Palm Beach Rockpool • Relocation of valve at Bilgola and Avalon Rockpools • Whale Beach Rockpool Pump Well Relocation	$8.9
O.R4	Wharves Renewal Program	• Renewal backlog based on condition audit & priority works • Ferry wharf accessibility improvements	$14.6
O.R5	Sportsfield Lighting Program	Upgrade Nolans Reserve Lighting to compliance	$1.3
O.R6	Seawall Program	Queencliff Beach Seawall Toe Protection	$6.0

11.2 Asset Maintenance Gap

The following Asset Maintenance Program Gaps have been identified and are described in more detail in each of the sub Asset Management Plans.

11.2.1 Maintenance Gap - Buildings

No	Maintenance Gap Program	Maintenance Gap Description	10-year Gap ($m) $8.0m
B.M1	Optimised Maintenance Program	Unfunded General Maintenance Program	$8.0

11.2.2 Maintenance Gap - Roads, Footpaths and Other Transport Infrastructure

No	Maintenance Gap Program	Maintenance Gap Description	10-year Gap ($m) $14.5m
R.M1	Bridge maintenance program	Developed from annual Bridge Inspection Program	$0.8
R.M2	Car Park Maintenance Program	Sealed Carparks	$0.5
		Unsealed Carparks	$0.5
R.M3	Linkway Maintenance Program	Data Collection - linkways and stairs	$0.17
R.M4	Footpath Maintenance Program	Maintenance of new footpath assets	$0.4
R.M5	Fencing Maintenance Program	Pedestrian fencing and handrail fencing maintenance	$1.0
R.M6	Road Pavement Maintenance Program	Preventative Maintenance	$1.5
		Responsive Maintenance	$5.9
R.M7	Scotland Island and Western Foreshores Maintenance Program	Scotland Island and Western Foreshores Maintenance	$1.2
R.M9	Traffic Facilities Maintenance Program	Traffic Facilities Maintenance	$1.5
R.M10	Retaining Walls Maintenance Program	Vegetation control on retaining walls	$1.0

11.2.3 Maintenance Gap - Stormwater Infrastructure

No	Maintenance Gap Program	Maintenance Gap Description	10-year Gap ($m) $4.2m
M1	Enhanced Asset Inspection Program	Identification of future maintenance and renewal requirements of higher risk assets through this expanded program	$3.8m
M2	Proactive Pipe Maintenance Program	Additional jetting of pipes to optimise pipe capacity and reduce the risk of flooding	$0.4m

11.2.4 Maintenance Gap - Open Space and Recreational Assets

No	Maintenance Gap Program	Maintenance Gap Description	10-year Gap ($m) $7.7m
O.M1	Optimised Maintenance Program	Required Maintenance & Operations budget uplift to deliver current LOS	$4.4
O.M2	Wharves Program	Wharves Preventative Maintenance Program	$2.0
O.M3	Maintenance Planning Program	Proactive Maintenance Planning Program	$0.3
O.M4	Tidal Pool Program	Tidal Pool Maintenance - higher frequency	$1.0

11.3 Uplift in Service Gap

The following Service or Asset Uplift Program Gaps have been identified and are described in more detail in each of the sub Asset Management Plans.

11.3.1 Uplift Gap - Buildings

No	Uplift in Service Gap Program	Uplift in Service Gap Description	10-year Gap ($m) $11.7m
B.U1	Sports Amenities Renewal Program	Female Friendly Facilities Program	$11.70

11.3.2 Uplift Gap - Roads, Footpaths and Other Transport Infrastructure

No	Uplift in Service Gap Program	Uplift in Service Gap Description	10-year Gap ($m) $18m
R.U1	Place Plan Service Uplift Program	Implementation of Avalon Place Plan	$15.0
R.U2	Roads Service Uplift Program	Road Shoulders & Unsealed Roads Maintenance	$3.0

11.3.3 Uplift Gap - Stormwater Infrastructure

No	Uplift in Service Gap Program	Uplift in Service Gap Description	10-year Gap ($m) $19.9 m
U1	Flood Mitigation Program	High Priority Flood Mitigation Studies and Works	$16.0
U2	Clear Waters Maintenance Program	Operations & Maintenance - Clear Waters Program	$0.45
U3	Sediment Basin Program	Major Sediment Basin Maintenance	$0.2
U4	Pit Maintenance Program	Expanded Pit Maintenance Program	$1.25
U5	GPT Enhancement Program	Expanded GPT Program, including maintenance automation	$0.2
U6	Table Drain Program	Table Drains Maintenance	$0.7
U7	Water Sensitive Urban Design (WSUD) Program	WSUD Maintenance and Operations Program	$1.1

11.3.4 Uplift Gap - Open Space and Recreational Assets

No	Uplift in Service Gap Program	Uplift in Service Gap Description	10-year Gap ($m) $17.1 m
O.U1	Playground Program	Lagoon Park Playground Upgrade	$1.5
O.U2	Reserve Mowing Program	Reserve Mowing	$3.8
O.U3	Tree Maintenance Program	Tree Maintenance	$5.0
O.U4	Tree Planting Program	Tree Planting	$6.8

11.4 New Assets Gap

The following New Asset Program Gaps have been identified and are described in more detail in each of the sub Asset Management Plans.

11.4.1 New Gap - Buildings

No new assets have been identified through this review

11.4.2 New Gap - Roads, Footpaths and Other Transport Infrastructure

No	New Assets Gap Program	New Assets Gap Description	10-year Gap ($m) $15.6m
R.N1	Cycleway Program	Active Transport Infrastructure - Cycleways	$2.0
R.N2	Bus Shelters Program	New Bus Shelters Program	$0.4
R.N3	Footpath Program	New Footpath Program	$5.0
R.N4	Kerb & Gutter Program	New Kerb & Gutter Program	$1.5
R.N5	Traffic Devices Program	New Traffic Devices - additional pedestrian crossings, lighting, traffic calming and improved parking management	$5.0
R.N6	Smart Parking Program	Smart Parking Infrastructure management	$1.4
R.N7	Additional Depreciation and Maintenance for new assets		$0.3

11.4.3 New Gap - Stormwater Infrastructure

No	New Assets Gap Program	New Assets Gap Description	10-year Gap ($m) $13.95
S.N1	Water Quality Improvement Program	Clear Waters Program	$13.7
S.N2	Additional Depreciation and Maintenance for new assets		$0.25

11.4.4 New Gap - Open Space and Recreational Assets

No	New Assets Gap Program	New Assets Gap Description	10-year Gap ($m) $6.7
O.N1	Lighting Program	Aquatic Reserve Lighting System	$1.2
O.N2	Playground Program	Playground Shade Provision	$1.0
O.N3	Foreshores Program	Shore Brace foreshore trail	$0.3
O.N4	Sportsfield Program	Synthetic Field Conversions	$3.1
O.N5	Additional Depreciation and Maintenance for new assets		$1.1

12. Plan Improvement and Monitoring

Asset management is not a static activity and we strive to improve each year. In preparing this Plan, we have identified a number of improvements to our current practices which will improve our overall asset management maturity.

This section summarises how our asset management performance will be measured, documents the asset management planning gaps and key actions to address these gaps.

12.1 Target AM Maturity

As an organisation, we have undertaken a self-assessment[33] of our maturity and capability to sustainably manage our community infrastructure through effective asset management and financial planning. This assessment was undertaken in FY 20/21 and reflects our maturity at a point in time and identifies the areas where improvement will strengthen our asset management practices. A desktop review of this maturity assessment confirmed that these results remain materially accurate.

The objective of this assessment was to:

- ensure we are achieving and maintaining core level asset management and maturity, and
- identify areas of improvement to achieve the advanced level asset management.

There are five levels of maturity: aware, basic, core, intermediate, and advanced. The criteria for core maturity is based on core custodial responsibilities identified in the International Infrastructure Management Manual (IIMM). Core maturity is an indicator the organisation is meeting the minimum requirements as a custodian of community assets, including:

- Record and report on the state of all assets to the community;
- Meet current statutory reporting requirements;
- Ensure community safety; and
- Provide management information to guide decisions by council on the cumulating impact of decisions.

As an organisation, we strive to deliver the highest quality service to our community and are trusted by them to make informed decisions around our assets. Our asset portfolio is diverse. With the current level of funding, it is not sustainable for us to strive for advanced maturity across all assets in the short term, as the risk, importance and community expectations may not be equal or consistent across the portfolio. However the medium to long term objective is to reach advanced maturity.

The results of the self-assessment at an organisation level are presented in our Asset Management Strategy. Figure 15 below shows an overview of our current core level asset management maturity.

[33] NAMS.Plus toolkit, Developed by Institute of Public Works Engineering Australasia (IPWEA), is an online toolkit to assist organisations with asset management planning.

Figure 15 NBC Asset Management Maturity



12.2 Improvement Plan

The Asset Management Improvement Plan describes continuous improvement at both a strategic level and asset management plan level. Our Asset Management Strategy includes a 10-year Action Plan outlining strategic and corporate improvements to our asset management system.

This Asset Management Plan presents an Improvement Plan which strives to improve on the service we are delivering to the community. These improvements have been identified throughout this AMP. The improvement plan focuses on improvements in:

- Our knowledge of our assets,
- The ways we report on our assets,
- How we plan our capital works,
- How we operate and maintain our assets,
- The levels of service we are delivering to the community,
- How we manage risk
- Cross-organisation asset management improvements, and
- Building capacity within Council to deliver asset management service.
- How we address and model backlog changes

The Asset Management Improvement Plan is presented in the following section. It includes performance measures for the improvements and will be reviewed and updated annually as part of the AMP review.

12.2.1.1 Asset Management Improvement Plan

Asset Category	Improvement Category	Action	Performance Measure	Phasing					
				Yr 0 FY 23/24	Yr 1 FY 24/25	Yr 2 FY 25/26	Yr 3 FY 26/27	Yr 4 FY 27/28	Yr 5 FY 29/30
ALL INFRASTRUCTURE	Asset Registers	Complete an audit of the asset register to identify validity, quality and completeness of asset data. This information will help inform the confidence we have in our asset management planning and guide further areas of improvement.	Annual audit completed	X	X	X	X	X	X
		Review CONFUNCA methodology based on objective measures approved by Strategic Asset Management Panel and capture and collect condition, function and capacity data. This will help inform our forward planning of needs of our assets.	Data in the CONFUNCA attributes in asset register gathered, imported in asset register, and used in forward planning.	X	X	X	X	X	X
		Review and update asset component codes and useful lives. This update will help inform the next revaluation of the infrastructure assets, as well as provide information for Council's annual financial statements.	Updated documents for the methodology, component codes and useful lives.	X	X	X	X	X	X
	Levels of Service	Investigate and develop a technical level of service for "New assets handed over to Council ownership are constructed to Council's engineering standards and specifications." Include performance measures, monitoring and reporting. Develop measures and how to report on performance against this LOS.	New technical LOS prepared and added to the AMP.				X		
		Develop reporting framework and practices to report performance of CRM responses in line with the community and or technical LOS. This information needs to align with the service level work already undertaken. This improvement will provide a measure on our asset management performance.	Performance reported on CRM response.			X			
		Review and develop, in consultation with the community, specific LOS that addresses the community needs and satisfaction for our infrastructure assets.	Updated community LOS following consultation with the community.		X		X		X
	Processes and Methodologies	Develop (or update) high level processes to cover the following asset management practices, and add these to the Strategic Asset Management suite of processes in our corporate system (ProMapp):	New or updated processes published in Promapp, available for all staff to view and use.	X	X	X	X	X	X

Asset Category	Improvement Category	Action	Performance Measure	Phasing					
				Yr 0 FY 23/24	Yr 1 FY 24/25	Yr 2 FY 25/26	Yr 3 FY 26/27	Yr 4 FY 27/28	Yr 5 FY 29/30
		• Consistent risk management assessment across asset classes and in line with Corporate Risk Framework. • Operations and maintenance management • Prioritisation of renewal programs and forecasting Asset class specific parameters within the above process to address specific technical or community LoS needs may need to be developed.							
		Develop a strategy, methodology, process or criteria for prioritisation of expenditure across infrastructure assets. This will help us effectively manage our portfolio as a whole and deliver the services expected by the community.	Prioritisation approach documented in our ProMapp system.		X			X	
	Environmental Sustainability	Identify and gather information and data, and quantify the costs, of implementing the sustainability strategies and initiatives identified in the AMP including but not limited to reducing consumption of raw materials, promoting reuse, respond to climate change projections for asset renewal and maintenance.	Costs included in the AMP for implementing sustainability strategies and initiatives.		X		X		X
	Financials	Identify and gather data on the lifecycle costs, including disposal costs to be used when preparing project briefs, business cases, and financial forecasting of new infrastructure assets. These costs are to include upfront capital costs, as well as ongoing operations and maintenance costs of the infrastructure, depreciation costs, replacement / renewal costs, etc. This information will help us better plan financially the cost of managing our infrastructure portfolio, in particular the acquisition of new infrastructure.	Lifecycle costs of infrastructure assets included in AMP.	X	X	X	X	X	X
	Risk Management	Improve our recording and monitoring of our critical assets through: • Preparing automated reports from our register on critical assets compliance • Inspection data recorded against the asset in our register •	Automated critical asset performance report, capturing condition, last inspection, inspection regime/due date.	X	X	X	X	X	X
		Review the definition of critical assets to make better use of operational funds available.	Critical asset definition included in AMP.	X			X		

Asset Category	Improvement Category	Action	Performance Measure	Phasing					
				Yr 0 FY 23/24	Yr 1 FY 24/25	Yr 2 FY 25/26	Yr 3 FY 26/27	Yr 4 FY 27/28	Yr 5 FY 29/30
		Review and undertake a risk assessment on our infrastructure assets, in-line with Council's Corporate Risk Framework, to ensure our risk is minimised.	Risk assessment completed as part of annual AMP revisions. Risk assessment saved in TRIM and referenced in AMP.	X	X	X	X	X	X
	Monitoring	Undertake a gap analysis across all infrastructure asset classes covering: • Asset knowledge • Practices • Systems This information will help inform our next revision of the AMP and identify areas for improvement within our asset management framework.	Gap analysis completed and included in AMP.	X		X		X	
		Determine the target level of asset management maturity across each infrastructure asset class to inform our immediate and short-term focus areas.	Target level maturity documented in AMP for major asset classes.	X		X		X	
Roads, Footpaths and other Transport Infrastructure Assets	Levels of Service	Review current levels of service provided through operations, maintenance and renewal of assets meets the customer expectations. If the current levels of service are not meeting our customers' expectations, this needs to be addressed through revising the levels of service and expenditure associated with this, or managing the expectation of the customers.	Per final Level of Service document.		X		X		
	Inspections	Implement a programmed inspection regime for collection of condition and defect data of assets. A proactive scheduled program of inspection should be developed to collate defect and condition data to enable the development of proactive maintenance programs and to refine renewal programs.	Implement rolling inspections over a four-year window.			X			X
		Review, develop and implement a regime for risk based defect inspections program using Public Spaces hierarchy.	Implementation of hierarchy based inspection regime	X	X				
	Program Development	Develop a strategic renewal program for our bridge assets.		X			X		
		Develop and implement 4 year optimised asset renewal programs.	Development of 4-year programs	X	X	X	X	X	X
		Consolidate Pavement Management System for NBC. The former Councils had different systems.	Ability to obtain optimised road pavement renewal programs	X	X				

Asset Category	Improvement Category	Action	Performance Measure	Phasing					
				Yr 0 FY 23/24	Yr 1 FY 24/25	Yr 2 FY 25/26	Yr 3 FY 26/27	Yr 4 FY 27/28	Yr 5 FY 29/30
	Asset Register	Collect condition data and defect data for retaining walls, wharves and tidal pools. This information will provide up-to-date information and correct inaccurate data currently held in the asset register, and this will help us develop our future programs for these assets.		X	X				
		Undertake desktop audit of retaining walls; and a field audit of condition and other attributes for inclusion in asset register.			X	X			
	Risk Management	Expand our risk register to include major asset classes.	Risk Register complete			X		X	
	Maintenance Management	Develop and implement scheduled operations and planned maintenance programs complementary to renewal programs.	Implementation of planned operation and maintenance programs	X	X	X	X	X	X
	Systems	Investigate and develop SAM (Strategic Asset Management) module in TechOne to develop optimised works programs.	Implementation of SAM module		X				X
Stormwater Assets	Asset Register	Use the 20% observed condition data to reassess the current condition distribution across the network.		X	X	X	X	X	X
		Improve our knowledge through data collection to improve our future planning of our stormwater assets. The proposed unfunded Enhanced Asset Inspection Program will address some of the known deficiencies in our asset register.		X	X	X	X	X	X
		Continue mapping asset data on corporate GIS. The proposed unfunded Enhanced Asset Inspection Program will improve asset location validation and accuracy within GIS system.		X	X	X	X	X	X
	Documentation and Processes	Review, develop and implement basic guidelines and document processes for asset handover, capitalisation and disposal.			X			X	
		Review, develop and implement basic guidelines and document processes for asset lifecycle data management			X			X	
	Program Development	Implement a framework and develop tool for the prioritisation of asset renewal and new capex works across infrastructure assets			X			X	
		Investigate, develop and implement demand forecasting, predictive modelling, deterioration modelling and failure mode analysis for stormwater infrastructure assets.			X			X	

Asset Category	Improvement Category	Action	Performance Measure	Phasing					
				Yr 0 FY 23/24	Yr 1 FY 24/25	Yr 2 FY 25/26	Yr 3 FY 26/27	Yr 4 FY 27/28	Yr 5 FY 29/30
		Further develop, fund and implement the identified unfunded capital programs (Clear Waters Program and Minor Stormwater Works Program).		X	X	X	X	X	X
	Methodologies and Reporting	Develop methodologies, processes, guidelines and automated Technology One reports for statutory reporting requirements (i.e. SS7, renewal write downs)		X			X		
		Establish best practice benchmarks, and monitor Council's performance against Local Government and external organisations		X	X	X	X	X	X
		Review, update and develop appropriate Technology One reports for reporting on asset management		X		X		X	
	Data Collection	Roll out contractor mobility to C&M field staff and Stormwater Operations staff.			X	X			
	Critical Assets	Review critical asset methodology and update critical asset register		X	X	X	X	X	X
	Resourcing	Undertake an asset management resourcing review. Review staff resourcing levels to ensure Asset Management and best practice can be achieved			X			X	
	Building Capacity and Knowledge	Develop and implement an asset management training and awareness program for: - Existing staff (outside of AM) - Existing staff (in AM teams) - New starters		X		X		X	
Open Space and Recreational Assets	Program Development	Investigate, develop and implement demand forecasting, predictive modelling, deterioration modelling and failure mode analysis for structural assets.		X		X		X	
		Collate condition and function data on our assets, and incorporate this information into our forward planning of our infrastructure.		X	X	X	X	X	X

Asset Category	Improvement Category	Action	Performance Measure	Phasing					
				Yr 0 FY 23/24	Yr 1 FY 24/25	Yr 2 FY 25/26	Yr 3 FY 26/27	Yr 4 FY 27/28	Yr 5 FY 29/30
		Improve and streamline project development to better inform long term financial plans.		X	X	X	X	X	X
	Asset Register	Review and update asset component codes and valuation methodology				X			
		Improve asset allocation to operational and maintenance tasks		X	X	X	X	X	X
Building Assets	Asset Register	Data collation across the buildings portfolio to gather: • Standardised floor plans for all Council buildings, • AHD for all ground floor sites in flood prone areas to inform XDI (Cross Dependency Initiative) climate resilience modelling, and • Improved DDA data across our buildings to cross reference against capacity, function and condition to better inform works priority.		X	X	X	X	X	X
	Systems	Improve the cross referencing between our corporate systems (TRIM, SEA and TechOne) for building data.		X	X	X			
		Enable accurate response time reporting from TechOne data.		X	X	X			
	Risk Management	Inspect and investigate the high risk sites as identified XDI modelling to build on resilience upgrade priorities.		X	X	X			
		Documented annual reviews of risk matrix including risk team and any other relevant stakeholder.		X	X	X	X	X	X
	Mobility	Implement mobility function for our Facilities Management Team for improved efficiencies in the field.			X	X			
	Staff Development	Educate staff across the business unit in TechOne to improve knowledge of our asset register and data.		X	X		X		X
	Monitoring	Benchmarking AMP key performance indicators against other Councils		X	X	X	X	X	X

Asset Category	Improvement Category	Action	Performance Measure	Phasing					
				Yr 0 FY 23/24	Yr 1 FY 24/25	Yr 2 FY 25/26	Yr 3 FY 26/27	Yr 4 FY 27/28	Yr 5 FY 29/30
	Processes and Methodologies	Review and document methodology for allocating costs to capital projects	Methodology developed and implemented across Council's building assets.	X			X		
	Program Development	Investigate, develop and implement demand forecasting, predictive modelling, deterioration modelling and failure mode analysis for Building asset class	Forecasting and predictive tools implemented.			X	X		
		Implement a bottom up approach to calculating the operational and maintenance costs of our building portfolio.		X	X	X			

12.3 Performance Measures

The effectiveness of this AM Plan can be measured in the following ways:

- The degree to which the required forecast costs identified in this AM Plan are incorporated into the long-term financial plan,
- The degree to which the four-year detailed works programs, budgets, business plans and corporate structures consider the 'global' works program trends provided by the AM Plan,
- The degree to which the existing and projected service levels and service consequences, risks and residual risks (aligned to our Corporate Risk Framework) are incorporated into the Strategic Planning documents and associated plans,
- The annual Asset Renewal Funding Ratio >100%, as reported in our Financial Statements,
- The annual Infrastructure Backlog Ratio is <2%, as reported in our Financial Statements,
- The annual Asset Maintenance Ratio is >100%, as reported in our Financial Statements,
- Each asset class meets a four year rolling average across the Asset Renewal Funding Ratio, the Infrastructure Backlog Ratio and the Asset Maintenance Ratio, per asset class, and
- Critical assets are monitored in accordance with the agreed timeframes, outlined in Section 9.1.1.
- Community Levels of Service performance as outlined in Table

12.4 AMP Review

This AMP will be reviewed annually to assist with the annual budget planning process and revised to show any material changes in service levels, asset management practices, programs, risks, forecasted costs and proposed budgets as a result of budget decisions.

The forecasted costs and proposed budgets presented in this AMP will be considered in developing the annual revisions of our LTFP.

13. References

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14. ACRONYMS

Acronym	Definition
AHD	Australian Height Datum
ARRB	Local Roads Bridge Management Manual
BOM	Bureau of Meteorology
BTS	Bring to Satisfactory
BUI	Building asset number
Building Codes	Building Codes of Australia
CCTV	Closed Circuit Television
CET	Chief Executive Team
CRM	Customer Request Management
CSIRO	Commonwealth Scientific and Industrial Research Organisation
CIPP	Cured In Place Pipe
DCP	Development Control Plan
DDA	Disability and Discrimination Act 1992
EAM	Enterprise Asset Management
E&CCS	Environment and Climate Change Strategy
EROM	Enterprise Risk and Opportunity Management
FRMS&P	Flood Risk Management Studies and Plans
FY	Financial Year
GIS	Geographic Information System
GPT	Gross Pollutant Trap
GRC	Governance, Risk and Compliance
HAZMAT	Hazardous Materials
HQ	Headquarters
HVAC	Heating, Ventilation and Air Conditioning
ICOLLs	Intermittently Closed and Open Lakes and Lagoons
IIMM	International Infrastructure Management manual
IP&R	Integrated Planning and Reporting
IPCC	Intergovernmental Panel on Climate Change
IPWEA	Institute of Public Works Engineering Australasia
IT	Information Technology
LED	Light Emitting Diode
LEP	Local Environmental Plan
LG	Local Government
LGA	Local Government Area
LOS	Level of Service
LTFP	Long Term Financial Plan
NAASRA	National Association of Australia State Road Authorities
NBLTC	Northern Beaches Local Traffic Committee
NBN	National Broadband Network
NCC	National Construction Code

NSW	New South Wales
OLG	NSW Office of Local Government
PCYC	Police Citizens Youth Clubs
Property and Rating Module	Property Database
SEA	Spatially Enabled Application
SMEC	Professional Engineering and Development Consultants
SS7	Special Schedule 7
Standards	Australian Standards
TBD	To be determined
TechOne	Technology One
TfNSW	Transport for NSW
TRIM	Council's Electronic Document Management System
UPS	Uninterruptable Power Supply
WAC	Warringah Aquatic Centre
WDV	Written Down Value
WH&S	Work Health and Safety
WIP	Work in Progress
WQDs	Water Quality Devices
XDI	Cross Dependency Initiative

15. APPENDIX - ASSET BENCHMARK – ASSET TECHNOLOGIES PACIFIC (ATP)

2024/275598 - NBC-Asset-Class-Benchmark-Data-V1-01

northern beaches council

Roads, Footpaths and Other Transport Infrastructure Assets

Asset Management Plan

2024



Document Control			
		TRIM REFERENCE NO.	2024/168627
Approval Authority	Strategic Asset Management Panel	**Date of First Approval**	17 April 2024
		Next Review Due Date	30 June 2025

Action	**Responsible Officer/s**
Prepared by	Senior Engineer - Roads
Reviewed by Asset Managers and Finance	Manager, Transport & Civil Infrastructure Assets Team Leader, Financial Planning & Assets Manager, Asset Strategy & Planning
Reviewed by Asset Owner	Executive Manager Transport & Civil Infrastructure
Reviewed by Finance	Executive Manager Financial Planning & Systems
Reviewed by Asset Director	A/ Director Transport & Civil Infrastructure
Approved by	Strategic Asset Management Panel

Rev No.	**Date**	**Changes**	**Author/Approver**
Draft	12/4/2024	Draft finalised for review	Senior Engineer - Roads
V1.0	17/4/2024	Endorsed by Strategic Asset Management Panel Recommended to Council for public exhibition	SAMP

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1. LIFECYCLE MANAGEMENT PLAN

1.1 Assets Overview - Roads, Footpaths and Other Transport Infrastructure

Northern Beaches Council's Transport and Civil Infrastructure Business Unit manages the Roads, Footpaths and Other Infrastructure assets listed in Table 1.

The assets covered in this Asset Management Plan are shown in Table 1.

Table 1 Roads, Footpaths and Other Transport Infrastructure Assets

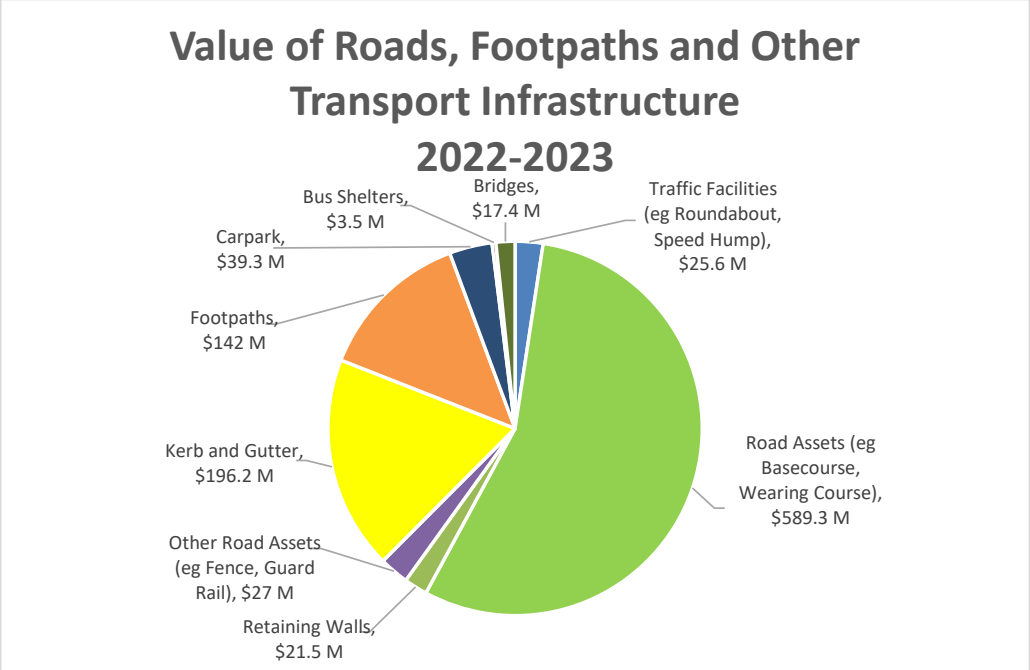
Asset Category	Physical Parameters	Dimension
Road Pavements		**843.6 km**
Regional Roads		43.9 km
Local Sealed Roads		796 km
Local Unsealed Roads		3.7 km
State Roads	Not a council asset	99km
Kerb and gutter		1,435.6 km
Footpaths		585 km
Car Parks (including at community centres, parks and beaches)		14,517 spaces incl 205 disabled spaces in 389 separate car parking areas
Bridges within road reserves (road and pedestrian bridges)		26
Causeway		1
Traffic Facilities		
Traffic control devices	(Traffic Islands, Speed humps, Pedestrian Refuges)	1,219
Medians		306
Thresholds		365
Roundabouts		209
Pedestrian crossings		124
Fencing		16,093 m
Guard rail		14,821 m
General Infrastructure – Roads	Seats, bins, signage	
Seats		222
Bins		610
Other assets	e.g. shade structures	4
Retaining walls		294
Bus shelters		216 Council shelters

1.2 Asset Values

The value of the Roads, Footpaths and Other Transport Infrastructure portfolio is reviewed every five (5) years as part of our Asset Revaluation program, using a combination of a review of NBC panel contracts, completion of recent new or renewal of road assets and use of specialist asset management consultants to provide revaluation or unit rates where NBC does not have recent renewals – eg road and pedestrian bridges. A desktop revaluation occurs annually to review the asset register and asset condition, as well as index the asset values – Cross Replacement Cost, Written Down Value and Annual Depreciation.

The Gross Replacement Cost of the Roads portfolio is shown in Figure 1 below

Figure 1 Value of Roads, Footpaths and Other Transport Infrastructure Asset Portfolio



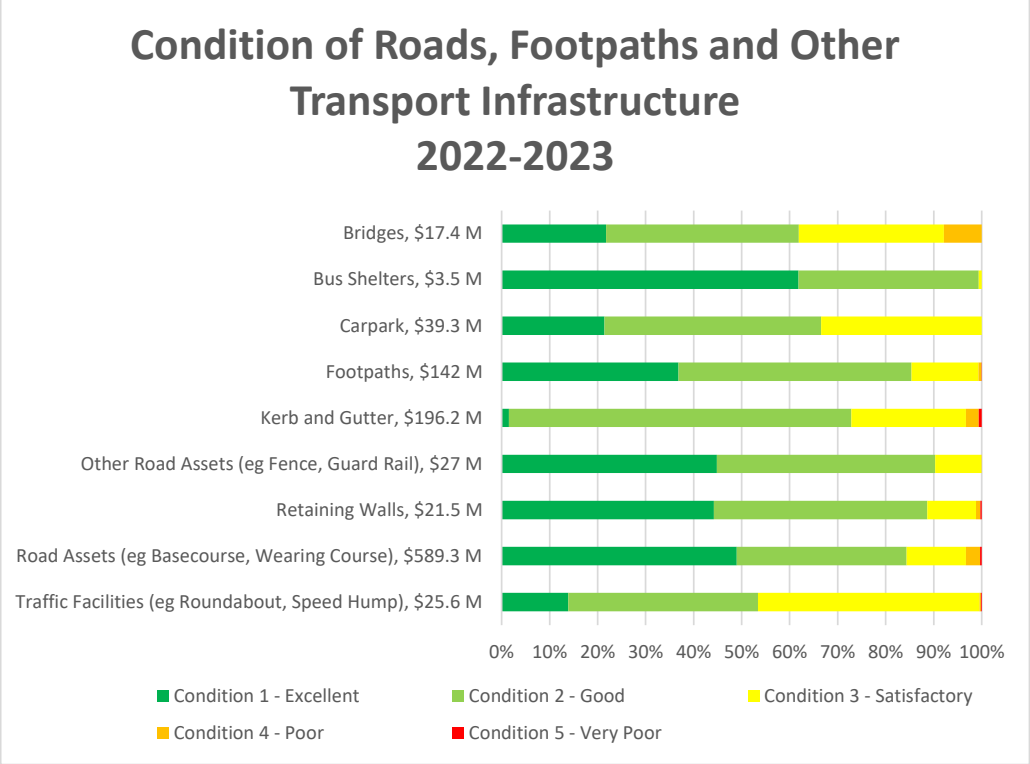
1.3 Asset Condition

Condition assessments are technical inspections carried out to evaluate the physical state of our infrastructure assets. The condition helps inform both our maintenance and long-term planning of our assets' renewal needs.

The asset condition rating methodology for each asset category is outlined in our 2024 Condition Rating Manual - Roads, Footpaths and Other Transport Infrastructure (2015/251681). We have adopted an advanced asset management approach, using a 1-10 rating system for assessing the 'Technical Condition' of our assets, which aligns to the NSW Office of Local Government's (OLG) *Report of Infrastructure Assets*[1] 1-5 condition rating scale. The asset condition is shown in Figure 2 below.

[1] Previously named Special Schedule 7

Figure 2 Condition of Roads, Footpaths and Other Transport Infrastructure Assets



1.4 Asset Capacity and Performance

Our Condition Assessment tools and practices are building from our core level of condition assessment to an advanced level of Asset Management, and now incorporate asset function and capacity reporting capability. These attributes respectively assess an asset's ability to cater for the level of use it is subjected to and an assets compliance with Australian standards and construction requirements. We are adopting a staged implementation for incorporating these into our asset inspection and monitoring processes.

1.5 Acquisition and New Assets

New assets are those that did not previously exist, or works have resulted in an upgrade or improvement to an existing asset beyond its existing capacity and or function. Additional assets increase maintenance and operational expenses by an average 1% of their gross replacement cost per annum along with increased annual depreciation.

New assets can arise through:

- Construction works funded through Council as per the adopted Delivery Program, funded through Council funds, grants, developer contributions, sale of assets/land.
- Construction of infrastructure gifted to Council from developers
- Infrastructure gifted to Council from other bodies, such as the State Government

While the addition of new transport infrastructure assets (such as roads, kerb and gutter, footpaths, traffic facilities) improve the level of service we provide, this does require additional funds for their operation and maintenance.

Our 10-year LTFP Funded capital new works program is shown in Table 2 below. Details of this program can be found in Section 6.3 Capital New - Long Term Financial Plan.

Table 2 LTFP Funded Capital New Program – Roads, Footpaths and Other Transport Infrastructure Assets

	Delivery Program				LTFP					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
TOTAL	17,686	12,154	5,932	3,991	5,372	5,346	4,600	4,305	6,620	9,683

The current level of funding for new kerb and gutter, new footpaths, new bus shelters, and road upgrade works in Scotland Island is inadequate to provide the level of service expected by the community. We identify underfunded programs for new assets in Section 4 - Emerging Issues and Section 5 – Unfunded Programs.

1.6 New Asset Selection Criteria

New assets and upgrade/expansion of existing assets are identified from various sources including community requests, Council resolutions, proposals identified by strategic plans, which are developed in conjunction with Councillors, community and other organisations where necessary.

Our new capital works programs are developed using the priority criteria identified in our strategic plans.

Candidate proposals are inspected to verify need and to develop a preliminary cost estimate. Verified proposals are ranked by priority using criteria specific to the asset class from individual strategic plans (e.g. Walking Plan) and available funds and scheduled in future works programmes.

Potential projects submitted by residents and other stakeholders are considered in the context of our strategic plans and assessed and prioritised using the same process.

In addition, Council's Capital Justification and Evaluation Process is employed for new works and is essentially a gateway methodology used to prioritise and rank programs and projects.

1.7 Operational Activities

Operational activities are recurrent activities that are continuously required to provide services.

The following activities are considered operational:

- Street sweeping
- Paver cleaning
- Bus shelter cleaning
- Litter bin emptying
- Street cleaning (litter pick)
- Street lighting

These activities are funded through Council's operational budgets.

Staff and administrative costs of Council, as Road Authority, in operating the road network include:

- Inspections
- Applications – Street Levels/Driveways, Road Openings, Road Damage Bonds
- Traffic Management and Road Safety
- Investigations
- Works Coordination

There is currently a significant gap in the operational costs between budget and asset operational requirements. Further analysis of asset operations is required to determine asset inspection frequencies, the safe operation of wharves and tidal pools (e.g. cleaning, inspection, etc) to identify any gaps and the funding needed to provide these services.

1.8 Maintenance Activities

Maintenance activities are actions for retaining the asset as near as practicable to an appropriate service condition including regular on-going day-to-day work necessary to keep assets operating. These activities are not intended to improve the condition of the asset but retain it from degrading or deteriorating to a condition where it will no longer operate as designed and sustain the asset in a functional state and to ensure the asset reaches the predicted useful life.

Maintenance activities can routine/planned (i.e. undertaken at regular frequencies) or reactive (i.e. in response to an event or issue).

The Transport and Civil Infrastructure Business Unit's Construction and Maintenance Team is responsible for maintenance on the road transport infrastructure and tidal pools. The Property Business Unit (Facilities Management Team) provide maintenance of wharves and jetties. The Parks Business Unit provide maintenance services within commercial centres and manage vegetation within the road network.

1.8.1 Routine Maintenance

Routine maintenance is regular planned work that is identified and managed through our maintenance systems and processes (i.e. planned maintenance schedules). Routine maintenance activities include:

- Scheduled pothole repairs
- Programmed heavy patching works
- Road shoulder grading
- Vegetation Maintenance e.g. weed spraying, mowing
- Wharfs and Jetties cleaning
- Tidal Pool cleaning

1.8.2 Reactive Maintenance

Reactive maintenance is unplanned work carried out in response to a failure or issue with the asset. Customers can submit service requests through our Customer Request Management (CRM) system, via our website or through our Customer Service Centres. Staff are also able to report issues through CRMs.

Reactive maintenance activities include:

- Road Maintenance
- Roadside Maintenance
- Footpath Maintenance
- Signs and Lines Maintenance
- Kerb and Gutter Maintenance
- Bus Shelters Maintenance
- Road Bridge Maintenance
- Car Park Maintenance
- Traffic Device Maintenance
- Damaged Driveway Maintenance
- Vegetation Maintenance
- Wharfs and Jetties
- Tidal Pools (excluding beach pools)

These categories are used to workflow maintenance tasks to the correct team. CRMs are evaluated by Council staff and the scope of work assessed (desktop or by inspection), prioritised and actioned according the risk associate with the request. Only Very High, High and Medium priority (Priority 1, 2, 3) requests are actioned within timeframes set out in Council's Service Levels.

When CRMs are investigated by Maintenance Staff and if identify any public safety risk, then actions will be taken to eliminate the safety risk on the same day as a Priority 1 task by at least barricading the area. Required maintenance works are scheduled to be carried out as a Priority 2 or Priority 3 tasks depending on hierarchy of the location.

1.8.3 Maintenance Budget

Maintenance budget levels are inadequate to meet current and projected service levels. Where maintenance budget allocations are such that they will result in a lesser level of service, the service consequences and service risks have been identified and are highlighted in this AMP and service risks considered in the Infrastructure Risk Management Plan.

Historically it has been considered that we need 1%-2% of GRC for maintenance works. The percentage of maintenance requirements varies with asset type. Some assets require more maintenance due to deterioration of condition or environmental factors.

The current method of calculating maintenance expenditure is the Actual expenditure in the previous year with CPI increase plus an additional 1% of capital new works of the current year. This is generally insufficient for most asset categories. Consideration must be given to increasing maintenance budgets to accommodate the maintenance of newly constructed assets and to address the identified maintenance gaps.

Preventative maintenance activities such as painting of seats, fencing and bus shelters is currently not funded. Further analysis is required to develop regular planned maintenance programs and the funding required to undertake preventative maintenance to optimise life cycle costs.

1.9 Asset Renewal

Renewal work is major work which restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to its original service potential is considered an acquisition and will require additional future operational and maintenance costs.

Assets requiring renewal are identified through a variety of ways depending on the renewal program.

For the Roads, Footpaths and Other Transport Infrastructure assets, we have the following renewal programs:

- Roads
- Kerb and Gutter
- Footpath
- Car Parks
- Bus Stops
- Retaining Walls
- Tidal Pools
- Traffic Facilities

Renewal programs are developed during Council's budgeting cycle and if annual inspections identify assets in the above categories in need of renewal, there is limited scope within existing budget processes to reallocate and fund a renewal program as required. This has flow-on impacts on increased reactive maintenance requirements.

The 10-year LTFP Funded Capital Renewal program is shown in Table 3 below. Details of this program can be found in Section 6.4 Capital Renewal - Long Term Financial Plan.

Table 3 LTFP Funded Capital Renewal Program - Roads, Footpaths and Other Transport Infrastructure Assets ($000)

	Delivery Program				LTFP					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
TOTAL	12,460	13,464	15,758	15,581	15,892	16,210	16,535	16,896	16,726	17,097

The details of Renewal Programs are in 2024/261130 - TCI - Renewal Program Projects - Apr 2024

The current level of renewal funding is inadequate to remedy very high and high risk retaining walls and embankments. A significant and sustained injection of funding and resources is required to resolve this technically challenging and often complex engineering issue.

Additional funding is also required to renew a large number of road segments, carparks and kerb and gutter which are not in satisfactory condition.

The LTFP does not currently include sufficient funding levels required for road resheeting, renewal of retaining walls, carparks, and kerb and gutter assets.

These concerns are described further in Section 5– Unfunded Programs.

1.9.1 Renewal Criteria

1.9.2 Renewal Program Preparation

Our renewal programs are prepared using various sources of data (asset data, condition, physical inspections, maintenance records, etc), and varies depending on the program being developed.

For our road resheeting program, the pavement management system Go Asset (former SMEC) provided by National Transport Research Organisation (NTRO) is used to generate an optimised program of works. The development of these programs is based on intervention strategies that maintain the performance of the road network at acceptable levels rather than allowing a road to reach a “terminal” condition. Allowing a road to reach a terminal condition may result in significantly higher costs of reconstruction therefore early intervention is an appropriate financial strategy. The NAASRA Road Hierarchy Classification is used to apply different intervention limits and treatment strategies to renewal to each class of road. The refinement of this program is transitioning to preventative treatments to optimise the life cycle costs of maintaining the condition of the road network. This may include treatments such as crack sealing, rejuvenation, microsurfacing, spray sealing in addition to asphalt overlays and rehabilitation/reconstruction. The rehabilitation or reconstruction of some roads may be deferred subject to managing safety and maintenance risks.

Our kerb and gutter renewal program is developed in conjunction with the Road Renewal Program. A visual inspection of the kerb and gutter is performed on the roads selected for renewal in the road resheeting program, to determine if the kerb and gutter requires replacing prior to resurfacing of the road.

Our footpath renewal program is based on engineering principles taking into account the condition, footpath material, location, maintenance history and results of annual inspections. The footpath network segments are physically inspected to determine their inclusion in a renewal program. Council’s Walking Plan identifies the minimum width for new footpath is 1.5m and up to 2.0m on Priority Routes identified in the plan. The Walking Plan is also used to inform renewal priorities to ensure routes with high pedestrian numbers are maintained in good condition.

Our car park renewal program is based on engineering principles taking into account the condition, location, usage/type of adjoining facilities, maintenance history and results of annual inspections. Council may consider the impact of renewal of adjoining facilities in determining the priority and timing of car park renewals and upgrades. Additional accessible car parking spaces are provided on a case by case basis as part of renewal programs.

Our retaining walls renewal program are prioritised according to established risk assessment criteria and ranking, as per Section 9 below

Our bridges renewal program is planned on a needs basis given the long life of these assets, typically in excess of 100 years. Works identified through annual inspections are used to develop future capital renewal programs.

Our bus shelters renewal program is planned on a needs basis given the long life of these assets and is predominantly based on works identified through annual inspections of these assets.

For all other road assets (i.e. Traffic Facilities, Guard Rail, Fencing, and Street Furniture), the renewal programs of these assets are also undertaken on a needs basis given the long life of these assets based on works identified through annual inspections of these assets. Some low value assets, such

as, fences, seats and bin enclosures are either replaced or components repaired as routine maintenance activities.

1.9.3 Renewal Program Prioritisation

The following criteria are considered when developing the renewal programs and prioritising assets within the renewal programs:

- Relevant strategic plans, such as Walking Plan and Public Space Design guidelines,
- Risk rating of asset failure,
- Condition of assets,
- Asset hierarchies, within the individual asset classes,
- Ongoing maintenance cost,
- Pavement Management System predictions, where applicable,
- Professional judgement, including capacity and function of assets.

Further work is required and identified as an improvement to prioritise asset renewal across asset classes.

1.9.4 Renewal Practices

Renewal work is carried out in accordance with the Council's Standards and Specifications. Aus-Spec 2 is used to specify the technical and quality requirements for re-constructing existing assets. Council also uses the Transport for NSW (TfNSW) suit of specifications for road surfacing works. We tend to renew our assets with new modern equivalent assets or renew them to Condition 1 – (Excellent).

When selecting the treatments options and materials for renewals, long term sustainability is taken into consideration. For example, some innovative techniques considered include insitu road pavement recycling, use of plastic, slag in asphalt, crushed glass in concrete and other recycle materials in base course materials.

Identified asset renewals are undertaken either through contractors or Council Construction and Maintenance crews.

1.9.5 Standards and Specifications

The design and construction of new assets is undertaken in accordance with Aus-Spec 1 and Aus-Spec 2 suits of Specifications. AUS-SPEC is the local government specification for the life cycle management of assets. AUS-SPEC Complete is the comprehensive package developed for the design, construction and maintenance of the wide range of valuable local government assets.

1.10 Roads, Footpaths and Other Transport Infrastructure Renewal Programs

This section of the AMP describes the Renewal Programs for each asset category, which is reflected in the Long Term Financial Plan – Section 10.1 in 2024/002578 - 2023 Northern Beaches Council Infrastructure Asset Management Plan (AMP)

1.10.1 Renewal Plan - Roads

Road renewal programs are developed using Pavement Management System (PMS). The development of these programs is based on intervention strategies that maintain the performance of the road network at acceptable levels rather than allowing a road to reach a “terminal” condition.

Allowing a road to reach a terminal condition may result in significantly higher costs of reconstruction therefore early intervention is an appropriate financial strategy.

The NAASRA Road Hierarchy Classification is used to apply different intervention limits and treatment strategies to renewal to each class of road.

Council also records failure modes against reactive maintenance requests and analyses this and other customer request data to identify roads where failures in pavement condition may require treatment. These roads are physically inspected to determine their inclusion in a renewal program.

1.10.2 Renewal Plan – Kerb and Gutter

Kerb and gutter renewal programs are developed in conjunction with the Road Renewal Program.

As road pavements requiring renewal are identified visual condition inspection of kerb and gutter is performed and a renewal program developed prior to resurfacing of the road. This is an efficient mechanism to resolve defects prior to resurfacing the road.

Defects in kerb and gutter include:

- Displacement caused by tree roots,
- Settlement,
- Cracking caused by traffic loading
- Ponding of water

Each candidate street has been inspected and has been assessed using the above assessment criteria.

1.10.3 Renewal Plan – Footpath

The renewal of footpaths is based on engineering principles taking into account the condition, footpath material, location, maintenance history and results of annual inspections.

Council records failure modes and defects from reactive maintenance works and annual routine inspections undertaken by Road Inspection Officers and technical staff. Data against reactive maintenance requests and other customer requests is used to identify footpaths where failures in footpath condition may require treatment.

Defects in footpath include:

- Displacement caused by tree roots
- Settlement often the result of trenching through footpath
- Cracking caused by traffic loading

The footpath network segments are physically inspected to determine their inclusion in a renewal program.

Council’s Walking Plan identifies the minimum width for new footpath is 1.5m and up to 2.0m on Priority Routes identified in the plan. The Walking Plan is also used to inform renewal priorities to ensure routes with high pedestrian numbers are maintained in good condition.

1.10.4 Renewal Plan – Car Parks

The renewal of car parks is based on engineering principles taking into account the condition, location, usage/type of adjoining facilities, maintenance history and results of annual inspections. Council may consider the impact of renewal of adjoining facilities in determining the priority and timing of car park renewals and upgrades.

Where car parks serve adjoining facilities, renewal programs are developed in consultation with the relevant asset managers, typically form the Parks and Recreation and Property business units.

Additional accessible car parking spaces are provided on a case-by-case basis as part of the renewal programs.

1.10.5 Renewal Plan – Retaining Walls

Renewal works on retaining walls are prioritised according to established risk assessment criteria and ranking. Council engages geotechnical consultants to assess the risk associated with cuttings or embankments on an as need basis.

Accordingly, the identified risk is managed as follows:

- Remedial action should be applied to all 'high' risk sites as soon as practically possible
- The 'medium' risk sites should be remediated as funds permit, with the risk managed by ongoing inspection, typically on a three yearly cycle or as required
- Risk at 'low' risk sites can be managed by inspection, typically on a ten yearly cycle

1.10.6 Renewal Plan – Bridges

The renewal of road and pedestrian bridges is planned on a needs basis given the long life of these assets, typically in excess of 100 years. The depreciation allocation has been allowed for in this Plan. The development of strategic renewal programs for bridge assets are identified in the improvement plan.

Annual condition and maintenance inspections are undertaken to identify any potential concerns.

The maintenance needs identified through these inspections are included in planned maintenance programs to be undertaken using annual maintenance budgets.

If the annual inspections identify the need for major repairs outside the scope maintenance, then these items are included in future capital renewal programs to be funded through the capital budgeting processes.

1.10.7 Renewal Plan – Bus Shelters

The renewal of bus shelters is planned on a needs basis given the long life of these assets. Annual inspections are undertaken to identify any potential concerns.

The maintenance needs identified through these inspections are included in planned maintenance programs to be undertaken using annual maintenance budgets.

If the annual inspections identify the need for major repairs outside the scope maintenance, then these items are included in future capital renewal programs to be funded through the capital budgeting processes.

1.10.8 Renewal Plan – Other Road Assets

Other Road assets comprise Traffic Facilities, Guard Rail, Fencing, and Street Furniture.

The renewals of other road assets are also undertaken on a needs basis given the long life of these assets. Depreciation allocations for traffic facilities and other road assets (i.e. guard rails) have been allowed for in this Plan. The development of strategic renewal programs for bridge assets are

identified in the improvement plan. Annual condition and maintenance inspections are undertaken to identify any potential concerns.

The maintenance needs identified through these inspections are included in planned maintenance programs to be undertaken using annual maintenance budgets.

If the annual inspections identify the need for major repairs outside the scope maintenance, then these items are included in future capital renewal programs to be funded through the capital budgeting processes.

Some low value assets, such as, fences, seats and bin enclosures are either replaced or components repaired as routine maintenance activities.

1.11 Infrastructure Backlog

The infrastructure backlog as at 30 June 2023 for our Roads, Footpaths and Other Transport Infrastructure Assets is shown in the table 4 below, as reported in the Annual Financial Statements.

Table 3 Infrastructure Backlog for Roads, Footpaths and Other Transport Infrastructure Assets ($000)

Asset Class	Infrastructure Backlog FY 22/23
Roads – Sealed (incl. retaining walls)	$8,393
Roads – Unsealed	$44
Other Road Assets	$3,014
Footpaths	$417
Bridges	$548
2022-2023 Total	**$12,416**
Roads – Additional backlog identified in Dec 2023 Road Condition Survey	$4,174
Total at Dec 2023	**$16,590**

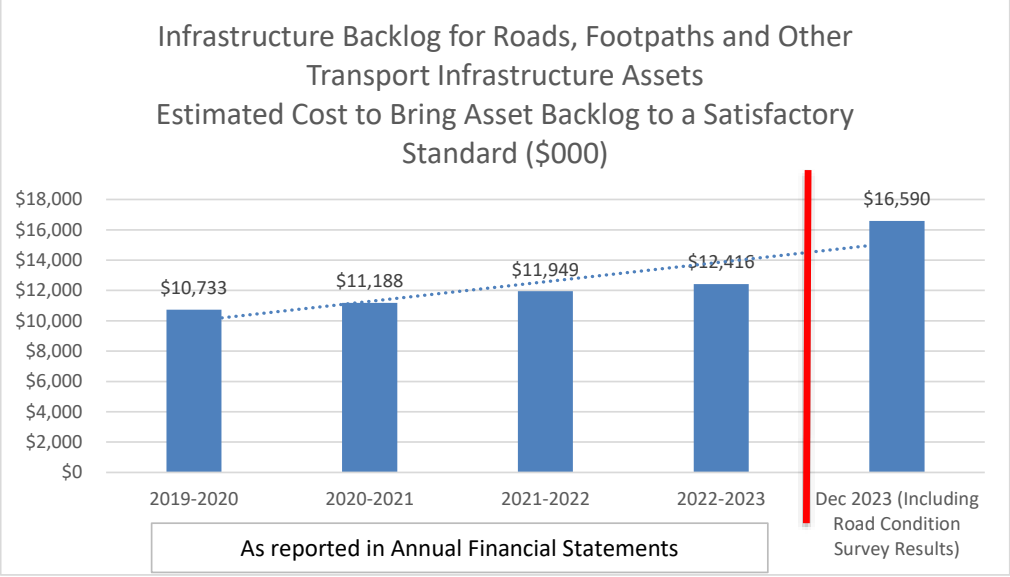
The development of renewal programs aims to target assets in poor and very poor condition whilst balancing risk to determine the priority of undertaking renewal works. The level of funding may influence renewal priorities and strategies for assets in poor condition.

The growing Infrastructure backlog for our Road Infrastructure Assets is shown in Table 5 below and shows an increasing level of backlog over the last four (4) financial years.

Table 5 Growing Infrastructure Backlog for Roads Infrastructure Assets

Financial Year	Infrastructure Backlog ($000)
Dec 2023 (Incl. Road Condition Survey Results)	**$16,590**
2022-2023	**$12,416**
2021-2022	**$11,949**
2020-2021	**$11,188**
2019-2020	**$10,733**

Figure 3 Growing Infrastructure Backlog for Roads Infrastructure Assets



The assets in less than satisfactory condition are monitored and scheduled into our rolling renewal programs depending on risk and priority. Additional asst renewal funding is required to address this growing backlog, as described in Section 5 – Unfunded Programs.

1.12 Asset Disposal

Disposal includes any activity associated with the disposal of a decommissioned asset including sale, demolition or relocation. Disposing of assets follow:

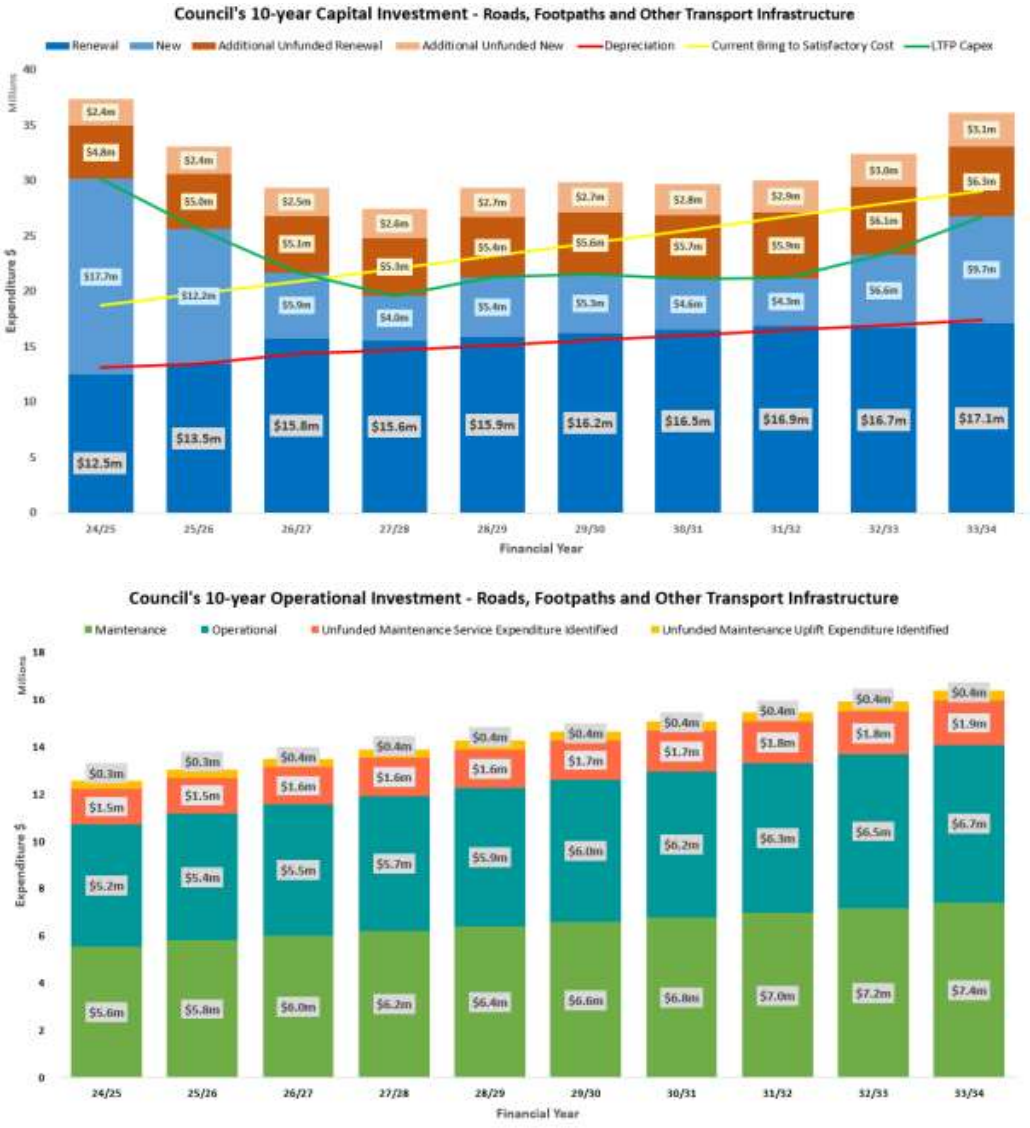
- Strategic considerations of the suitability of the existing roads to address the needs of the community. This evaluation will be based on:
  - Demographics and community preferences
  - Suitability of existing roads and ability/cost of improving and/or augmenting.
  - Usage patterns
  - Site selection
  - Level of Service provided
  - Cost/ benefit analysis, taking into account cost recovery, sales, operating and maintenance costs, initial construction costs and subsequent capital renewal costs.
- Council is committed to its involvement with the supply of Roads and any consideration of future disposals will be measured against the effect on the community and Council's commitment.
- Review of potential roads disposals is ongoing.
- In all cases asset disposal processes will comply with Council's legal obligations under the Local Government Act and other relevant Acts, which covers:
  - Public notification and consultation procedures required prior to sale
  - Restrictions on the minimum value recovered
- When considering disposal options all relevant costs of disposal will be considered including:
  - Evaluation of options,
  - Consultation/ advertising,
  - Professional services, including engineering, planning, legal, survey,
  - Demolition/ site clearing / make safe costs.
- Council will decide the use of revenue arising from the sale of assets, or the source of funds required to dispose of assets at the time of consideration of the asset's disposal.
- At this stage Council determines disposal and decommissioning on a needs basis and whole of life basis. Utilisation and age are major factors.

Currently, there are no roads planned to be disposed.

1.13 Forecasted Lifecycle Costs

The various capital and operational programs presented above have been forecasted in Figure 4 Roads, Footpaths and Other Transport Infrastructure Asset Expenditure to present the forecasted lifecycle costs over the next 10 years.

Figure 4 Roads, Footpaths and Other Transport Infrastructure Asset Expenditure



1.14 Asset Management Roles in Business Units

There are many key roles within the Transport & Civil Business Unit that contribute to the operation, maintenance, planning, renewal and creation of new assets.

Role	Responsibilities
Transport and Civil Infrastructure Assets Manager	Responsible for the Road Asset capital works program (new works and asset renewal) including the development and implementation of the Road Asset Management Plan and Policies. Council's role as Roads Authority. Financial delegation $50,000.
Road Assets Engineer (6)	Strategic management of road assets including Asset Management Plan development, asset data collection and maintenance, asset revaluations, asset maintenance scheduling, asset creation, renewal and upgrades. Road pavement renewal programs; statutory reporting. Investigate and action customer requests relating to road assets, manage projects associated with road infrastructure asset programs
Pavement and Restorations Officer (3)	Manage the restoration of road openings by utilities and plumbers. Assist with the development of road resurfacing programs. Manage contractors undertaking restorations and road resurfacing.
Roads Technical Assistants (2) – 1 unfunded position	Provide engineering technical and administrative support to the Road Asset Team, including minor engineering survey and design; maintain asset systems and asset information
Business Development Manager, Transport and Civil Infrastructure	Provide assistance with systems, processes and projects. These include business improvement initiatives, financial management including long term forecasting, and work systems including the Technology one modules such as Finance, Customer Request Management and Works & Assets.
Construction and Maintenance Manager and Works Team	Provides maintenance services in response to reactive requests from customers and implements planned maintenance programs for road and stormwater assets. These services are provided by in-house teams and by external contractors. Provides After Hours Call-out Officers
Transport Network Team - Traffic and Road Safety	Responsible for the delivery footpath, road safety and traffic facilities programs, managing the operation of the road network associated with signage and line marking. Management of Street Lighting on public roads
Parking Operations	Operation of Council Parking Stations
Parks and Recreation	Commercial centre maintenance of paving and landscaping
Capital Projects	Provision of specialist civil engineering and project management in the design and delivery of civil works.
Local Emergency Management Officer (LEMO)	The Resilience and Emergency Management Coordinator is Council's Local Emergency Management Officer (LEMO) as required by the State Emergency and Rescue Management Act, 1989 providing executive support to the Local Emergency Operations Controller (NSW Police) and all emergency services/supporting agencies. The LEMO is also the delegated Chair of the Local Emergency Management Committee (LEMC).
Waste and Cleansing	Provide operations that ensure Council's road assets meet expectations for cleanliness and serviceability. This includes removal of litter and graffiti, cleaning of bus shelters, street sweeping and litter bin emptying.

Role	Responsibilities
Executive Manager, Transport and Civil Infrastructure	Road assets portfolio owner. Is liaison officer to the Transport and Travel SRG. Member of Strategic Asset Management Group. Provides advice to Mayor and Councillors. The Executive Manager is the responsible asset owner for this Asset Management Plan.
Director Transport and Assets	Financial delegation for approval of works. Chairperson for the Strategic Asset Management Group (comprises Executive Manager representatives from all asset categories, Finance and Strategic Planning)
Chief Financial Officer	Provides strategic guidance regarding financial management of road assets and audits.
Chief Executive Officer	High level analysis of asset performance with particular attention to being a high performing Council in Asset Management.

2. ASSET MANAGEMENT IMPROVEMENTS

Improvements to our current lifecycle management practices have been identified and include:

- Review current levels of service provided through operations, maintenance and renewal of assets meets the customer expectations. If the current levels of service are not meeting our customers' expectations, this needs to be addressed through revising the levels of service and expenditure associated with this or managing the expectation of the customers.
- Implement a programmed inspection regime for collection of condition and defect data of assets. A proactive scheduled program of inspection should be developed to collate defect and condition data to be enabled to develop proactive maintenance programs and to refine renewal programs.
- Develop a strategic renewal program for our bridge assets.
- Develop a methodology to quantify the lifecycle costs of Roads, Footpaths and Other Transport Infrastructure assets which can be used in planning for new acquisitions of infrastructure in future generations of this AMP.
- Continue to improve the accuracy of the Asset Register, especially collecting information on retaining walls
- Risk Management – further develop routine inspections framework to manage risk
- Implement improvements to the maintenance management and the development of planned maintenance programs
- Optimising road renewal strategies to improve the condition of the road network

These improvements are included in our Asset Management Improvement Plan in Section 11.2 of 2024/002578 - 2023 Northern Beaches Council Infrastructure Asset Management Plan (AMP)

3. ROADS, FOOTPATHS AND OTHER TRANSPORT INFRASTRUCTURE RISK REGISTER

Risk management at NBC is an important part of asset management planning. The purpose of infrastructure risk management is to document the findings and recommendations resulting from identifying, assessing and treating risks across our infrastructure portfolio. The risk will change over time, and our assessments are completed periodically to ensure the management of our risks are valid and appropriate for the time. Our infrastructure risk management assessments and plans have identified high, medium and low risks across our asset portfolio.

The NBC Enterprise Risk and Opportunity Management Policy[2] and Enterprise Risk and Opportunity Management Framework[3] have been utilised in the risk assessment of infrastructure assets. These documents provide a consistent, systematic and considered approach to the identification, management and reporting of risk across the organisation. Council's approach to Enterprise Risk and Opportunity Management (EROM) is consistent with the Australian/New Zealand Risk Management Standard: AS/NZS ISO 31000:2018.

The table below identifies the infrastructure risk profile assets and describes the controls measures identified address these risks.

[2] *https://files.northernbeaches.nsw.gov.au/sites/default/files/documents/policies-register/enterprise-risk-policy/enterprise-risk-management-policy/enterprise-risk-management-policy-nov2020.pdf*
[3]Enterprise Risk and Opportunity Management Framework. Internal document. TRIM ref: 2021/321150

Roads, Footpaths and Other Transport Infrastructure Risk Register

Risk Reference Number	Risk or Opportunity Description	Root Causes / Situations where the risk or opportunity may arise	Consequences	Inherent Risk (with NO controls)			Residual Risk (with controls in place)			
				Likelihood	Consequence	Inherent Risk Score	Current Controls	Likelihood	Consequence	Residual Risk Score
ROADS-01	NR1 - Road Asset Network Condition and potential for public safety incidents from serious road defects	Deterioration in Network Condition	Potential for injury to community members	3. Possible	2. Moderate	Medium	Pavement condition surveys; Preventative maintenance Programs; Road renewal programs	4. Unlikely	2. Moderate	Low
ROADS-02	NR1 - Road Asset Network Condition - storm damage impacts to road ends at Collaroy	Storm damage impacts to road ends at Collaroy and the Collaroy Beach Carpark	Potential for continued erosion of public and/or private land, and ongoing negative community sentiment	3. Possible	4. Major	High	Construction of seawalls (Collaroy car park complete) and monitoring during storm events eg East Coast Lows	4. Unlikely	2. Moderate	Low
ROADS-03	NR2 - Bridges and Major Culverts - potential for public safety incidents from serious defects	Deterioration in Network Condition	Potential for bridge or culvert failure, road subsidence, or injury to community members	3. Possible	3. Significant	Medium	Complete annual bridge inspections	4. Unlikely	3. Significant	Medium
ROADS-04	NR3 - Footpath Network - potential for pedestrian safety incidents from significant footpath displacement	Deterioration in Network Condition and/or pedestrian safety	Potential for injury to community members	2. Likely	2. Moderate	Medium	Priority inspections in high pedestrian areas; Hazard identification by Public Place Officer; Trip hazard elimination by cold mix repairs or grinding; Footpath renewal programs	3. Possible	2. Moderate	Medium
ROADS-05	NR4 - Retaining Walls and road formations (cuttings and embankments) - Low to Medium Risk Sites - potential for public safety incidents from structural failure or slope instability	Structural failure or slope instability	Potential for road subsidence, road failure or injury to community members	3. Possible	2. Moderate	Medium	Monitor and inspection programs; Further assessment by geotechnical engineer If identified any further deterioration or instability	4. Unlikely	2. Moderate	Low
ROADS-06	NR5 - Retaining Walls and road formations (cuttings and embankments) - High Risk Sites - potential for public safety incidents from structural failure or slope instability	Structural failure or slope instability	Potential for road subsidence, road failure or injury to community members	3. Possible	4. Major	High	Monitor and inspection programs; Implement prioritised remedial works	3. Possible	4. Major	High
ROADS-07	Wharves - potential for public safety incidents from structural failure	Structural stability Deterioration in condition	Potential fo wharf failure or injury to community members	2. Likely	3. Significant	High	Inspection program. Condition survey, routine maintenance. Identify and implement renewal/ upgrade needs	3. Possible	3. Significant	Medium
ROADS-08	Tidal Pools - potential for public safety incidents from structural failure	Deterioration of condition, serviceability	Potential for tidal pool failure or injury to community members	3. Possible	2. Moderate	Medium	Inspection program and general cleaning	4. Unlikely	2. Moderate	Low

4. SUMMARY OF EMERGING ISSUES

A number of emerging issues need to be considered and resolved over the next ten years, to be able to provide certainty for our infrastructure planning. These issues can be summarised as follows:

Cost considerations:

- Recent condition survey of the road network indicates that the proportion of poor and very poor condition assets is greater than what is recorded, which will require additional investment in our roads in the near future to address these condition concerns.
- There may also be demand for road improvements in offshore communities such as Scotland Island, and funding shortfalls in developer contributions in Warriewood Valley.
- A number of retaining wall and slope stability risks have been identified. Current allocation of funds are insufficient to remedy all the high risk sites.

Service considerations:

- Recent condition survey of the road network indicates that the proportion of poor and very poor condition is greater than what was previously recorded. Allowing roads to deteriorate may not be acceptable to the community, and puts additional pressure on maintenance and renewal budgets. Preventative maintenance treatments, such as spray sealing may not be accepted by the community.
- There may also be demand for road improvements in offshore communities such as Scotland Island, and funding shortfalls in developer contributions in Warriewood Valley.
- There are no constructed kerb and gutter assets in part of the urban road network. Council receives many requests from residents who live on these sections of roads to construct kerb and gutter to improve the amenity.

5. UNFUNDED PROGRAMS

A review of the current asset renewal and maintenance programs and the associated levels of Unfunded Programs has been undertaken as part of this AMP refresh. Infrastructure funding gaps have been identified within this Asset Management Plan, with the table below showing a summary of funding shortfalls in the following categories:

- Asset Renewal Gap
- Asset Maintenance Gap
- Uplift in Service Gap
- New Assets Gap

Category	Gap ($m)
Renewal Gap	$38.9
Maintenance Gap	$14.5
Uplift in Service Gap	$18.0
New Asset Gap	$15.6
Total Unfunded Asset Management Plan	**$87.0**

Below is a snapshot of some of the current issues impacting the size and growing nature of the Unfunded Programs:

Description of Unfunded Programs issues

Road Assets

- Condition of roads has been gradually declining
- Accelerated deterioration post 2022 storm events
- Cost increases (PPI) have been outpacing budgets in recent years
- Condition of the roads was the highest performance gap in 2022 community survey
- Increased community demand for road maintenance in offshore communities and new kerb & gutter

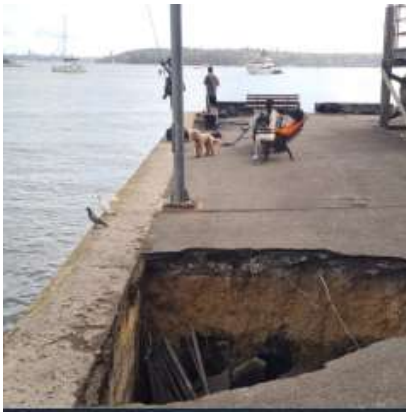




Description of Unfunded Programs issues

Retaining Walls

- Poor geology for landslips with 100 landslips in the road in 2022
- Renewal funds being used to renew road slopes (formation)
- Public safety risk - Council is required to maintain a safe road network
- Large amount of upper and lower slopes on the road
- Climate change increasing the intensity of storm events causing more landslips

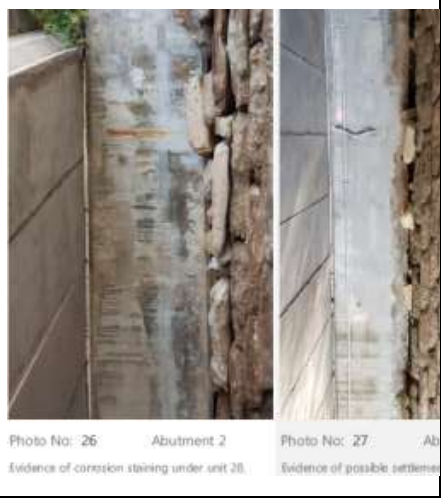




Bridges

- Bridges are bespoke structures which are classed as critical infrastructure
- "Lumpy" cost profile to manage
- Current assessments under way which could change the outlook





Description of Unfunded Programs issues

Footpaths

- Coast walk has two sections that remain incomplete and unfunded
- Public expectation is high to complete the entire Coast Walk
- The below images are representative of the gap between expectation and delivery for new footpaths from the community (forward plan is over 100 years long)





The following sections show the Unfunded Programs for Road, Footpath and Other Transport Infrastructure assets.

5.1 Asset Renewal Gap

No	Renewal Gap Program	Renewal Gap Description	Gap ($m) $38.9m
R1	Road Renewal Program	Condition 4 & 5 assets based on Feb 2024 Condition Assessment	$24.8
R2	Retaining Renewal Program	High-risk priority Retaining Walls, Cuttings and Embankments Renewals	$6.3
R3	Kerb & Gutter Renewal Program	Renewal of aging infrastructure & street tree impacts	$4.0

R4	Carpark Renewal Program		$2.3
R5	Bus stop Renewal Program	DDA compliance for existing bus stops	$1.5

Recent condition survey of the road network indicates an increased number of road segments are in a poor or very poor condition requiring renewals. The current level of funding is inadequate to undertake the required renewal.

The current level of funding is inadequate to remedy very high and high risk retaining walls/embankments, renewal of carparks, kerb and gutter which are not in a satisfactory condition.

The LTFP does not currently include sufficient funding required for road resheeting, renewal of retaining walls, carparks, kerb and gutter.

5.2 Asset Maintenance Gap

No	Maintenance Gap Program	Maintenance Gap Description	Gap ($m) $14.5m
M1	Bridge maintenance program	Developed from annual Bridge Inspection Program	$0.8
M2	Car Park Maintenance Program	Sealed Carparks Unsealed Carparks	$0.5 $0.5
M3	Linkway Maintenance Program	Data Collection - linkways and stairs	$0.17
M4	Footpath Maintenance Program	Maintenance of new footpath assets	$0.4
M5	Fencing Maintenance Program	Pedestrian fencing and handrail fencing maintenance	$1.0
M6	Road Pavement Maintenance Program	Preventative Maintenance Responsive Maintenance	$1.5 $5.9
M7	Scotland Island and Western Foreshores Maintenance Program	Scotland Island and Western Foreshores Maintenance	$1.2
M9	Traffic Facilities Maintenance Program	Traffic Facilities Maintenance	$1.5
M10	Retaining Walls Maintenance Program	Vegetation control on retaining walls	$1.0

Maintenance budget levels identified in the LTFP are **inadequate** to meet projected service levels. Additional funding is required to undertake the required maintenance of roads, bridges, footpaths, street furniture, traffic facilities and retaining walls as identified above.

5.3 Uplift in Service Gap

No	Uplift in Service Gap Program	Uplift in Service Gap Description	Gap ($m) $18m
U1	Place Plan Service Uplift Program	Implementation of Avalon Place Plan	$15.0
U2	Roads Service Uplift Program	Road Shoulders & Unsealed Roads Maintenance	$3.0

Additional funding is required to provide improved level of service in undertaking regular road shoulder maintenance and implementation of Avalon Place Plan.

5.4 New Assets Gap

The following new assets have been identified through this review.

No	New Assets Gap Program	New Assets Gap Description	Gap ($m) $15.6m
N1	Cycleway Program	Active Transport Infrastructure - Cycleways	$2.0
N2	Bus Shelters Program	New Bus Shelters Program	$0.4
N3	Footpath Program	New Footpath Program	$5.0
N4	Kerb & Gutter Program	New Kerb & Gutter Program	$1.5
N5	Traffic Devices Program	New Traffic Devices - additional pedestrian crossings, lighting, traffic calming and improved parking management	$5.0
N6	Smart Parking Program	Smart Parking Infrastructure management	$1.4
N7	Additional Depreciation and Maintenance for new assets		$0.3

6. ROADS, FOOTPATHS AND OTHER TRANSPORT ASSETS APPENDICES

6.1 Critical Assets - Critical Bridges, Culverts and Roads

Table 4 Critical Bridges, Culverts and Roads

Asset Number	Asset Search Description	Road Classification	Environmental	Financial	Critical
BRIDGES					
BBC00001	Oxford Falls Causeway	Rural Local	Creek		Yes
BBB00001	Bridge in Reserve, NOLAN RESERVE(DISTRICT PARK)	Urban Local	Creek		Yes
BBB00002	Bridge in Reserve, NOLAN RESERVE(DISTRICT PARK)	Urban Local	Creek	Major	Yes
BBB00003	Greycliffe Bridge over Manly Lagoon , Greycliffe Street - Stuart Sommerville Bridge	Regional	Manly Lagoon, No Known Services	Major	Yes
BBB00004	Griffin Road over Curl Curl Lagoon , Griffin Road North Curl Curl	Regional	Curl Curl Lagoon	Significant	Yes
BBB00005	Morgan Road over Oxford Creek , Cnr Oxford Falls Rd & Morgan Road	Rural Local	Creek	Catastrophic	Yes
BBB00006	Ocean Street over Narrabeen Lakes , Ocean Street Narrabeen	Urban Collector	Narrabeen Lagoon, Water Main		Yes
BBB00007	Pedestrian Bridge - Oxford Falls over Oxford Creek , Oxford Falls Rd at Oxford	Rural Local	Creek	Significant	Yes
BBB00008	Sloane Crescent over Manly Creek , Sloane Crescent	Urban Local	Creek	Significant	Yes
BBB00009	Toronto Avenue over South Creek , 80m West of South Creek	Urban Collector	Creek	Significant	Yes
BBB00010	Wearden Road over Middle Creek, 100m from Oxford Falls Rd	Rural Local	Creek		Yes
BBB00013	Macpherson Street Bridge Deck - includes 2 x 55 m2 concrete approach ramps.	Urban Collector	Creek		Yes
BBB00018	Bridge - Narroy Road	Urban Collector	Creek		Yes
BBB00019	Pedestrian Bridge - Monash Avenue	Rural Local	Creek		Yes
BBB00020	Bridge - Boondah Road	Urban Collector	Creek		Yes
BBB00034	Pedestrian Bridge - King Street	Urban Collector	Creek	Significant	Yes
BBB00039	Pedestrian Bridge - Wakehurst Parkway	State	State Road crossing		Yes
BBB00041	Bridge - Richmond Ave Carpark East	Urban Local	Creek		Yes
BBB00042	Bridge - Richmond Ave Carpark West	Urban Local	Creek		Yes
BBB00048	Pedestrian Bridge - Willandra Road	Regional	Creek		Yes
BBB00060	Pedestrian Bridge - Clarence Street	Urban Local	Creek		Yes
BBB00061	Pedestrian Bridge - Bells Wharf	Unclassified	Creek		Yes
BBB06000	Pedestrian Bridge - Boondah Road, Warriewood	Urban Collector	Creek		Yes
BBB06009	Pedestrian Bridge - Cabbage Tree Road, Bayview	Urban Collector	Creek		Yes
BBB06013	Pedestrian Bridge - Barrenjoey Road Bolt On, Avalon	State	Creek		Yes
BBB06017	Pedestrian Bridge - Catalina Crescent Road Reserve to Barrenjoey Road Walking Track, Avalon	Unclassified	Creek		No
BBB06033	Pedestrian Bridge - The Boulevarde / Barrenjoey Road car park, Newport	Urban Collector	Creek		Yes

MAJOR CULVERTS					
BOC00001	CAMPBELL AVENUE Bridge Culvert	Regional	Creek		Yes
BOC00004	LITTLE WILLANDRA ROAD Bridge Culvert	Urban Collector	Creek		Yes
BOC00005	WILLANDRA ROAD Bridge Culvert	Regional	Creek		Yes
BOC00007	OLD PITTWATER ROAD Bridge Culvert	Regional	Creek		Yes
BOC00008	KENTWELL ROAD Bridge Culvert	Regional	Creek		Yes
BOC00009	HARBORD ROAD Bridge Culvert	Regional	Creek		Yes
BOC00010	BANGAROO STREET Bridge Culvert	Urban Collector	Creek		Yes
BOC00014	PRINGLE AVENUE Bridge Culvert	Urban Collector			Yes
BOC00016	STARKEY STREET Bridge Culvert	Urban Collector	Creek		Yes
BOC00019	MYOORA ROAD Bridge Culvert	Urban Collector			Yes
BOC00021	BOORALIE ROAD Bridge Culvert	Urban Collector	Creek		Yes
BOC00022	WILLANDRA ROAD Bridge Culvert	Regional	Creek		Yes
BOC00024	CONDAMINE STREET Bridge Culvert	State Road – check ownership	Creek		Yes
BOC00026	BOORALIE ROAD Bridge Culvert	Urban Collector	Creek		Yes
BOC00030	PRINGLE AVENUE Bridge Culvert	Urban Collector	Creek		Yes
BOC00025	JACKSONS ROAD Bridge Culvert	Urban Collector	Creek		Yes
BOC00031	JACKSONS ROAD Bridge Culvert	Urban Collector	Creek		Yes
BOC00032	NARROY ROAD Bridge Culvert	Urban Collector	Creek		Yes
BOC00033	POWDERWORKS ROAD Bridge Culvert	Regional	Creek		Yes
BOC00034	PITTWATER ROAD Bridge Culvert	Regional	Creek		Yes
BOC00035	MONA STREET Bridge Culvert	Urban Collector	Creek		Yes
BOC00036	MACPHERSON STREET Bridge Culvert	Urban Collector	Creek		Yes
BOC00037	BARRENJOEY ROAD Bridge Culvert	State Road – check ownership	Creek		Yes
BOC00038	BARRENJOEY ROAD Bridge Culvert	State Road – check ownership	Creek		Yes
BOC00039	GARDEN STREET Bridge Culvert	Urban Collector	Creek		Yes
BOC05000	Bridge Culvert - Quirk Road	Urban Collector	Creek		Yes
BOC06000	Bridge Culvert - Avalon Shopping Centre	Urban Collector	Creek		Yes
REGIONAL ROADS		**Road Classification**	**Length (m)**		**Critical**
FLS00002	Abbott Road, NORTH CURL CURL	Regional	470		Yes
FLS01184	Adams Street, CURL CURL	Regional	831		Yes
FLS00484	Allambie Road, ALLAMBIE HEIGHTS	Regional	3496		Yes
FLS01275	Allambie Road, FRENCHS FOREST	Regional			Yes
FLS00971	Beacon Hill Road, BEACON HILL	Regional	1060		Yes
FLS01143	Beacon Hill Road, BROOKVALE	Regional			Yes
FLS01170	Bennett Street, CURL CURL	Regional	250		Yes
FLS01549	Bridge Road, QUEENSCLIFF	Regional	59		Yes
FLS01030	Campbell Avenue, DEE WHY	Regional	504		Yes
FLS00375	Carawa Road, CROMER	Regional	962		Yes
FLS00156	Cavill Street, FRESHWATER	Regional	301		Yes
FLS01486	Cavill Street, QUEENSCLIFF	Regional			Yes
FLS01488	Dalley Street, QUEENSCLIFF	Regional	144		Yes

FLS01499	Dee Why Parade (Pittwater - Clarence), DEE WHY	Regional	785		Yes
FLS01038	Dee Why Parade, DEE WHY	Regional			Yes
FLS01501	Fisher Road DEE WHY (Pittwater - St Davids),	Regional	700		Yes
FLS00390	Fisher Road North, CROMER	Regional	502		Yes
FLS01042	Fisher Road, DEE WHY	Regional	1048		Yes
FLS01490	Greycliffe Street, QUEENSCLIFF	Regional	318		Yes
FLS01046	Griffin Road, DEE WHY	Regional	1265		Yes
FLS00027	Griffin Road, NORTH CURL	Regional			Yes
FLS01163	Harbord Road, BROOKVALE	Regional	2200		Yes
FLS01185	Harbord Road, CURL CURL	Regional			Yes
FLS01048	Harbord Road, DEE WHY	Regional			Yes
FLS00174	Harbord Road, FRESHWATER	Regional			Yes
FLS00597	Harbord Road, FRESHWATER	Regional			Yes
FLS00029	Harbord Road, NORTH CURL CURL	Regional			Yes
FLS01471	Kenneth Road, MANLY VALE	Regional	728		Yes
FLS00512	Kentwell Road, ALLAMBIE HEIGHTS	Regional	930		Yes
FLS00601	Kentwell Road, NORTH MANLY	Regional			Yes
FLS00179	Lawrence Street, FRESHWATER	Regional	188		Yes
FLS01070	Lynwood Avenue, DEE WHY	Regional	150		Yes
FLS00960	McIntosh Road, BEACON HILL	Regional	2138		Yes
FLS01071	McIntosh Road, DEE WHY	Regional			Yes
FLS00094	McIntosh Road, NARRAWEENA	Regional			Yes
FLS01568	Old Pittwater Road, BROOKVALE	Regional	156		Yes
FLS01191	Oliver Street, CURL CURL	Regional	1665		Yes
FLS00192	Oliver Street, FRESHWATER	Regional			Yes
FLS00007	Pitt Road, NORTH CURL CURL	Regional	1017		Yes
FLS01482	Queenscliff Road, QUEENSCLIFF	Regional	266		Yes
FLS00344	South Creek Road (Campbell to Fisher), CROMER	Regional	726		Yes
FLS01001	South Creek Road, DEE WHY	Regional			Yes
FLS01010	The Strand, DEE WHY	Regional	250		Yes
FLS00909	Willandra Road, BEACON HILL	Regional	2137		Yes
FLS00359	Willandra Road, CROMER	Regional			Yes
FLS00066	Willandra Road, NARRAWEENA	Regional			Yes
FLS01140	Winbourne Road, BROOKVALE	Regional	740		Yes
FLS05036	Balgowlah Road, MANLY	Regional	244		Yes
FLS05094	Commonwealth Parade, MANLY	Regional	325		Yes
FLS01609	Condamine Street, BALGOWLAH HEIGHT	Regional	860		Yes
FLS06158	Darley Street, MONA VALE	Regional	698		Yes
FLS06211	Garden Street, NARRABEEN NORTH	Regional	426		Yes
FLS05168	Hill Street, FAIRLIGHT	Regional	97		Yes
FLS05188	Kenneth Road, MANLY	Regional	575		Yes
FLS05198	Lauderdale Avenue, FAIRLIGHT	Regional	556		Yes
FLS06370	Mccarrs Creek Road, CHURCH POINT	Regional	2889		Yes
FLS05236	North Steyne, MANLY	Regional	1248		Yes
FLS06454	Pittwater Road, BAYVIEW	Regional	2785		Yes
FLS06455	Pittwater Road, CHURCH POINT	Regional	1060		Yes

FLS06456	Pittwater Road, MONA VALE	Regional	815		Yes
FLS06465	Powderworks Road, ELANORA HEIGHTS	Regional	1046		Yes
FLS06466	Powderworks Road, INGLESIDE	Regional	1919		Yes
FLS06467	Powderworks Road, NARRABEEN NORTH	Regional	1318		Yes
FLS05277	Raglan Street, MANLY	Regional	196		Yes
FLS05288	Rosedale Avenue, FAIRLIGHT	Regional	314		Yes
FLS05315	The Crescent, MANLY	Regional	180		Yes
FLS05339	West Esplanade, MANLY	Regional	330		Yes

6.2 Critical Assets - Critical Retaining Walls/Embankments:

Table 7 Critical Retaining Walls and Embankments

Asset Number	Asset Search Description	Height (m)	Length (m)	Risk	Bus Route	AAD Traffic	Road Class'n	Critical
(BUILT) RETAINING WALLS								
RBR00009	363 Condamine St, Manly Vale	4	38	Low	Yes	AADT3	State	Yes
RBR00021	166-172 Queenscliff Rd, Queenscliff	4	75	Low	No	AADT1	Regional	Yes
RBR00026	26-46 Greycliffe St, Queenscliff	5	200	Low	Yes	AADT3	Regional	Yes
RBR00030	47-45 Wyndora Av, Harbord	4	45	Low	No	AADT1	Local	Yes
RBR00031	54-64 Greycliffe St, Queenscliff	5	100	Low	Yes	AADT3	Regional	Yes
RBR00032	71-79 Cumberland Ave, Collaroy	5	62	Low	No	AADT1	Local	Yes
RBR00047	Cowan Drive, Cottage Point	4	600	Low	No	AADT1	Rural Collector	Yes
RBR00078	4-6 The Esplanade Narrabeen	5	28	Data Not Available	No	Data Not Available	Collector	Yes
RBR06158	137 Prince Alfred Parade, Newport	10	104	Data Not Available	Yes	Data Not Available	Local	Yes
RBR06151	58 Riverview Road, Avalon	5	50	Data Not Available	Yes	Data Not Available	Local	Yes
RBR06098	33 Cabarita Road, Avalon	4	25	Data Not Available	No	Data Not Available	Local	Yes
RBR06105	61 Cabarita Road, Avalon	4	34	Data Not Available	Yes	Data Not Available	Local	Yes
RBR06115	8 Cannes Drive, Avalon	4	9	Data Not Available	Yes	Data Not Available	Local	Yes
RBR06120	2 Elimatta Road, Mona Vale	4	28	Data Not Available	Yes	Data Not Available	Local	Yes
RBR06125	1943 Pittwater Road, Bayview	4	6	Data Not Available	No	Data Not Available	Regional	Yes
RBR06148	222 Barrenjoey Road, Newport	4	46	Data Not Available	Yes	Data Not Available	State	Yes
RBR06159	242 Barrenjoey Road, Newport	4	19	Data Not Available	Yes	Data Not Available	State	Yes
RBR06160	248 Barrenjoey Road, Newport	4	27	Data Not Available	Yes	Data Not Available	State	Yes
RBR06165	85 Grandview Drive, Newport	4	32	Data Not Available	No	Data Not Available	Local	Yes
GEOTECHNICAL SITES / EMBANKMENTS								
RBR00117	Beacon Hill Road, Beacon Hill	3	30	High	No	Data Not Available	Regional	Yes

6.3 LTFP Funded Capital New Program - Long Term Financial Plan ($000)

	Delivery Program				LTFP					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
New Footpaths	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500
New Traffic Facilities	3,600	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Dee Why Town Centre – Construction – Phase 1	-	-	-	-	-	-	-	-	-	1,684
Scotland Island Roads and Drainage Improvements	1,157	941	164	168	172	176	180	185	-	-
Warriewood Valley – Traffic and Transport Infrastructure	1,126	5,014	1,417	203	1,000	1,000	300	-	-	2,378
Bike Plan Implementation - New Works	-	-	-	-	-	-	-	-	-	-
Connecting Communities - Footpaths Programs	900	-	-	-	-	-	-	-	-	-
Connecting Communities - Cycleways Program	2,650	2,500	-	-	-	-	-	-	-	-
Manly Laneways	-	-	650	120	120	120	120	120	120	120

Church Point - New Infrastructure	863	-	-	-	-	-	-	-	-	-
Kerb and Gutter New Works	300	200	200	-	-	-	500	500	500	500
Commercial Centre Upgrade Program	-	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Traffic Facility Delivery - Accelerated	-	-	-	-	-	-	-	-	-	-
Avalon Place Plan Implementation	1,100	-	-	-	579	550	-	-	-	-
Safer Schools Infrastructure	600	-	-	-	-	-	-	-	-	-
Queenscliff Headland Access Ramp	900	-	-	-	-	-	-	-	-	-
Dee Why Beach Secure Bike Storage	-	-	-	-	-	-	-	-	-	-
Pedestrian and Cyclist Bridge Pittwater Road, Queenscliff	2,990	-	-	-	-	-	-	-	-	-
Manly Place Plan Implementation	-	-	-	-	-	-	-	-	2,500	1,500
TOTAL	**17,686**	**12,154**	**5,932**	**3,991**	**5,372**	**5,346**	**4,600**	**4,305**	**6,620**	**9,683**

6.4 LTFP Funded Capital Renewal Program - Long Term Financial Plan ($000)

	Delivery Program				LTFP					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Bus Stop Renewal Program	94	-	112	115	117	120	123	126	129	133
Carpark Renewal Program	286	390	832	853	873	894	916	939	962	986
Footpath Renewal Program	1,251	1,281	1,459	1,496	1,532	1,568	1,606	1,646	1,687	1,729
Kerb & Gutter Renewal Program	1,101	1,203	1,756	1,800	1,843	1,887	1,932	1,981	2,030	2,081
Retaining Wall Renewal Program	1,114	1,057	1,107	663	679	694	710	727	745	763
Road Resheeting Program	7,095	7,797	9,034	9,260	9,438	9,619	9,805	10,003	10,206	10,414
Bridge Renewal Program	818	1,022	80	-	-	-	-	-	-	-
Commercial Centre Renewal Program	600	614	818	1,294	1,310	1,326	1,342	844	864	885
Public Place Bin Enclosures Program	100	100	100	100	100	100	100	100	102	105
Balgowlah Commercial Centre Renewal	-	-	460	-	-	-	-	530	-	-
TOTAL	**12,460**	**13,464**	**15,758**	**15,581**	**15,892**	**16,210**	**16,535**	**16,896**	**16,726**	**17,097**

The details of Renewal Programs are in 2024/261130 - TCI - Renewal Program Projects - Apr 2024

northern beaches council

Open Space and Recreational Assets Asset Management Plan 2024



Document Control			
		TRIM REFERENCE NO.	2024/168638
Approval Authority	Strategic Asset Management Panel	**Date of First Approval**	17 April 2024
		Next Review Due Date	30 June 2025

Action	**Responsible Officer/s**
Prepared by	Senior Asset Planning Officer
Reviewed by Asset Managers and Finance	Manager, Park Assets - Planning Design & Delivery Team Leader, Financial Planning & Assets Manager, Asset Strategy & Planning
Reviewed by Asset Owner	Executive Manager Parks & Recreation
Reviewed by Finance	Executive Manager Financial Planning & Systems
Reviewed by Asset Director	A/Director Transport & Civil Infrastructure
Approved by	Strategic Asset Management Panel (SAMP)

Rev No.	Date	Changes	Author/Approver
Draft	10/4/2024	First draft for review	Senior Asset Planning Officer
V1.0	17/4/2024	Endorsed by Strategic Asset Management Panel Recommended to Council for public exhibition	SAMP

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1. LIFECYCLE MANAGEMENT PLAN

1.1 Open Space and Recreational Assets Overview

The assets covered in Asset Management Plan include the open space and recreational assets shown in Table 1

Table 1 Open Space and Recreational Assets

Asset Category	Physical Parameters	Dimensions
Sportsgrounds	Range of sport and sport supporting infrastructure including: - Sportsgrounds - Synthetic Sportsgrounds - Hardcourts - Sportsground lighting - Irrigation systems - Sports nets - Cricket Wickets	60 sportsground sites
Foreshores	Infrastructure that protects and aids in the utilisation of the foreshore environment: - Seawalls and retaining walls - Watercraft storage	12.9 km of seawalls 14.5 km of retaining walls
Reserves	General infrastructure found across Council's reserves: - BBQs - Shelters - Bubblers - Fencing	641 sites
Recreational Trails	Pathway and boardwalk infrastructure that provide sustainable access and linkages throughout Council parks and bushland reserves.	84.7 km of pathways 53 bridges
Playgrounds	Playgrounds and impact attenuation surfacing in reserves and restricted sites such as childcares and community centres.	239 playgrounds
Rockpools	Ocean Pools constructed in the coastal tidal zone along the coastline of the Northern Beaches.	15 rockpools
Wharves and Jetties		32 wharves and jetties
Tidal Pools		9 tidal pools
Ticket meters		

Northern Beaches Council's Parks and Recreation Business Unit manages public Open Space and Recreational Assets which includes sportsgrounds, foreshore and reserve infrastructure, reserves, recreational trails, playgrounds and rockpools. Council's open space and recreational infrastructure totals over $473 million of assets. The Executive Manager is the responsible asset owner for this Asset Management Plan.

1.2 Asset Values

The value of the Open Space and Recreational Infrastructure portfolio is reviewed every five (5) years as part of our Asset Revaluation program, using a combination of a review of NBC panel contracts, completion of recent new or renewal of open space assets and use of specialist asset management consultants to provide revaluation or unit rates where NBC does not have recent. A desktop revaluation occurs annually to review the asset register and asset condition, as well as index the asset values – Gross Replacement Cost, Written Down Value and Annual Depreciation.

The Gross Replacement Cost of the Open Space and Recreational Assets portfolio is shown in figure 1 below.

Figure 1 - Open Space Asset Values

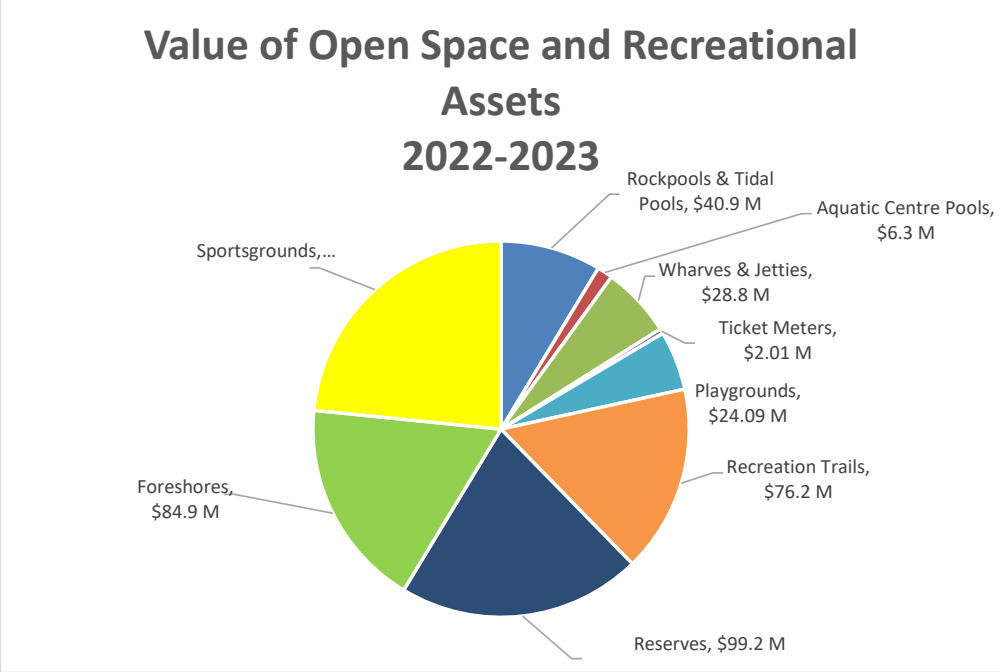
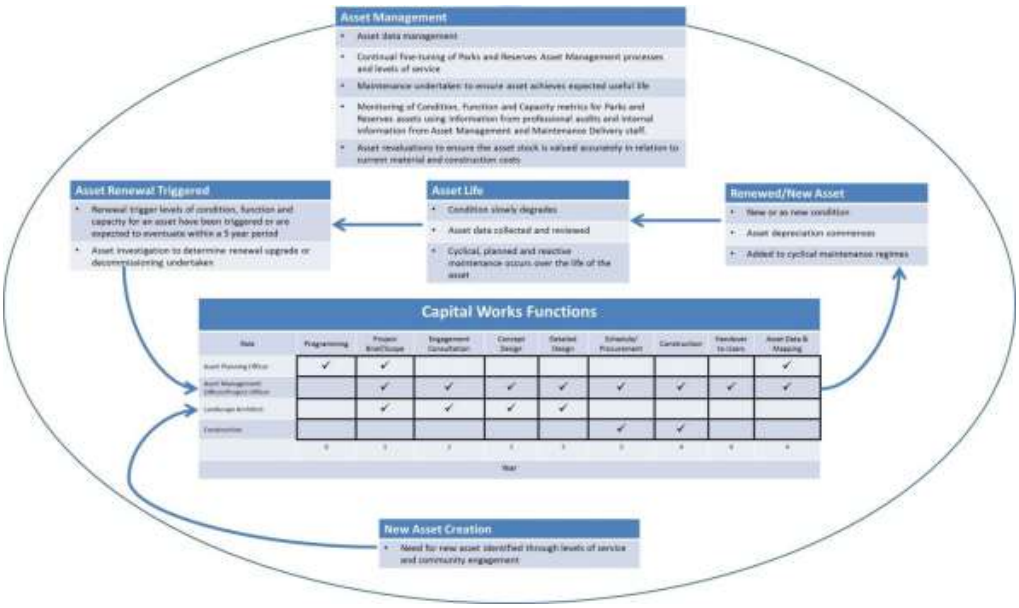


Figure 2 below provides a summary of how Parks and Recreation business unit manage the asset life cycle and relates the various components of the capital works functions to the various team members of the Parks and Recreation asset team.

Figure 2 - Asset Management System



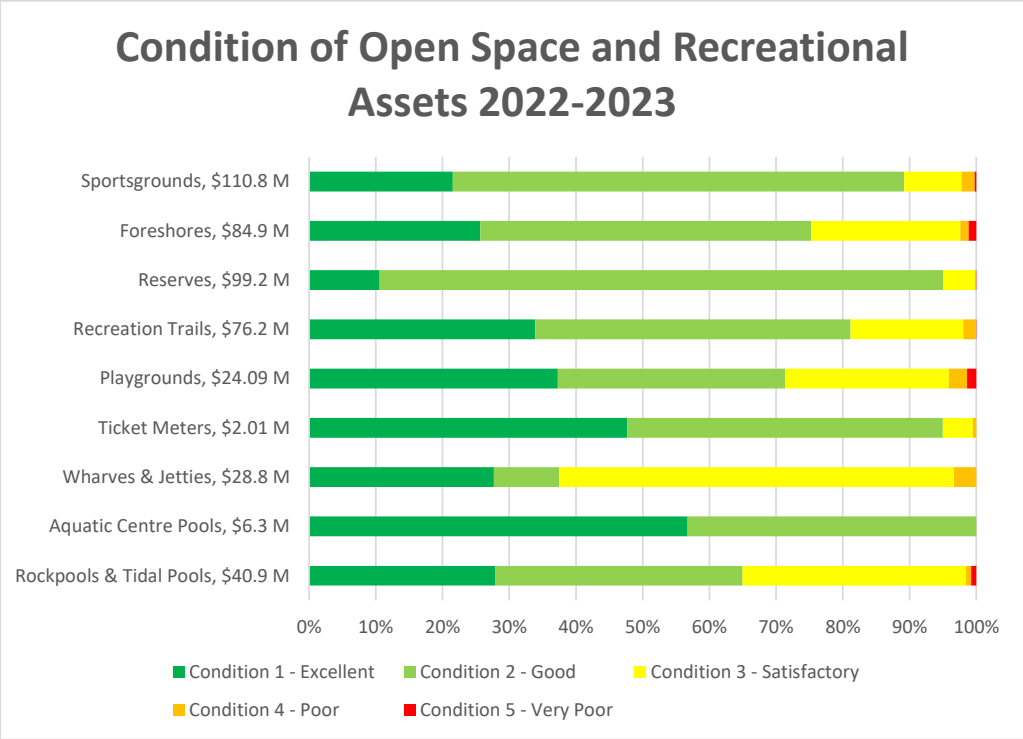
1.3 Asset Condition

Condition assessments are technical inspections carried out to evaluate the physical state of our infrastructure assets. The condition helps inform both our maintenance and long-term planning of our assets' renewal needs.

Our condition methodology is based on an advanced asset management approach, using a 1-10 rating system for assessing the 'Technical Condition' of our assets, which aligns to the NSW Office of Local Government's (OLG) *Report of Infrastructure Assets*[27] 1-5 condition rating scale (as shown in Appendix 15.3).

Assets that have a technical condition of 7 – 10 are assessed and placed on the forward renewal program.

Figure 3 - Condition of Open Space and Recreational Assets



1.4 Contaminated Land

Many of the parks, particularly sportsfields, were previously used as uncontrolled landfill from the late 19th century through to as late as the early 1980's. Some of these sites pose significant risk to Council, financially, environmentally, and potentially to human health. Contaminated sites are managed within the framework provided by the Contaminated Land Management Act 1998. The following sites have been subject to remediation of varying degrees and are subject to an Environmental Management Plan:

- Weldon Oval, Curl Curl
- Aquaitc Reserve, Frenchs Forest
- Little Manly Point, Manly
- Adams Street Reserve, Curl Curl
- John Fisher Park, Curl Curl/North Curl Curl
- LM Graham Reserve, Manly

- Addiscombe Road Reserve, Manly Vale
- Condover Reserve, North Balgowlah

It is highly likely that some form of remediation and an environmental management plan will be required for Hitchcock Park and St Matthews Farm in the near future.

The type of remediation required is dictated by the type and mobility of the contamination. All remediation is costly and the imposts of environmental management plans for maintenance activities, particularly works on buried services such as stormwater is high.

Unexpected finds of asbestos are generally an operational expense. A qualified hygienist or other appropriately qualified professional are engaged off a panel contract to remove asbestos and provide a clearance certificate when they are satisfied the risk has been mitigated satisfactorily.

In terms of how major remediation of land is treated financially the contamination is identified as a liability in its own right in Land Improvements – Depreciable, and remediation costs are costed against this liability. This capitalisation is not counted towards the renewal ratio.

1.5 Asset Capacity and Performance

Our Condition Assessment tools and practices are building from our current core level of condition assessment to an advanced level of Asset Management, and now incorporate asset function and capacity reporting capability. These attributes respectively assess an asset's ability to cater for the level of use it is subjected to, and an assets compliance with Australian standards and construction requirements. We are adopting a staged implementation for incorporating these into our asset inspection and monitoring processes.

Currently the functionality criteria is being utilised in the playground asset class and helps to identify playgrounds which are not complying with current Australian Standards. This information assists staff when prioritising renewals and upgrades.

1.6 Acquisition and New Assets

New assets are those that did not previously exist, or works have resulted in an upgrade or improvement to an existing asset beyond its existing capacity and or function. New and upgraded assets are required to continue to meet the community's expected level of service.

However, increasing the asset stock or the service level provided by the asset increases Council's operational and maintenance liability, which, if left unfunded, will result in a general drop in service levels across Council or if service levels are maintained maintenance and operational budgets going into deficit.

New assets can arise through:

- Construction works funded through Council as per the adopted Delivery Program, funded through Council funds, grants, developer contributions, sale of assets/land. For example new facilities in land release areas, facilities to fill network gaps for playgrounds, youth facilities, pathways etc, improved sporting facilities to meet new standards, implementation of the strategies such as the Transport Strategy, Open Space Strategy and plans such as various masterplans to the Coastal Zone Management Plan (CZMP) for Collaroy-Narrabeen and Fisherman's Beach
- Construction of infrastructure gifted to Council from developers
- Infrastructure gifted to Council from other bodies, such as the State Government
- Assets developed by other parties on public land such as Surf Life Saving Club or Sports Clubs

During financial years 2023/2024 and 2024/2025, we are planning for the following new assets:

- Park upgrades in Frenchs Forest, Freshwater Beach, Ivanhoe Park and Lynne Czinner Park;
- New pathways, bridges, boardwalks,
- Reserve infrastructure including shelters, bubblers, seats etc.
- Playground Upgrades at Griffith Park and Trafalgar Park, with existing equipment to be improved and expanded upon.
- Upgraded mountain bike infrastructure and trails
- New youth space and hardcourt at Beverly Job Park
- Collaroy-Narrabeen Coastal Protection (Seawall) Works that protect public park assets between Collaroy Beach Carpark and Devitt Street at Collaroy. Construction of coastal protection works will be undertaken in accordance with the Coastal Zone Management Plan for Collaroy-Narrabeen Beach and Fishermans Beach (and in particular Action H6 of that plan). Works will need to be designed and sited to meet the requirements of relevant legislation, CZMPs/CMPs & policies and may include revetments, hybrids and/or seawalls depending on the specific specialist advice for each site.

Our 10-year funded LTFP capital new works program is shown in Table 1 below. Details of this program can be found in Section 6.3 Capital New - Long Term Financial Plan.

Table 1 Funded LTFP Capital New Program – Open Space and Recreation Assets

	Delivery Program				LTFP					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
TOTAL	17,686	12,154	5,932	3,991	5,372	5,346	4,600	4,305	6,620	9,683

1.6.1 New Asset Selection

New assets and upgrade/expansion of existing assets are identified from various sources including community requests, Council resolutions, proposals identified by strategic plans, which are developed in conjunction with Councillors, community and other organisations where necessary.

Our works programs are developed using a justification score of the project, which is developed during the business case process developed by Council's Capital Projects business unit. The main components of this process are:

- Initial check to ensure permissibility under Plans of Management and the Local Environmental Plan (LEP)
- Project Scoping
  - Project Brief
  - Business Case
  - Budget Estimation
- Project Approval
- Prioritisation and budget adoption

Almost all new significant open space and recreational projects are developed as a result of a Council adopted masterplan or strategic plan, which then forms the base of the business case for the project. New asset requests from customers are collated and ranked based on the criteria contained in the Open Space New Asset Prioritisation Matrix which includes consideration of safety, compliance, capacity/functionality improvements etc.

1.7 Standards and Specifications

The design and construction of new assets is undertaken in accordance with the relevant Australian Standards and construction specifications. Some of the standards regularly referred to for open space and recreational capital works include:

- NBC Minor Engineering Specification
- AUS-SPEC/NAT-SPEC
- Australian Standard for Sports Lighting
- Australian Standards for pathways and bridges
- Australian Standards for concrete design

Other standards from industry bodies are also utilised, examples including:

- Kidsafe Playground standard
- FIFA Certification for Synthetic Sportsgrounds
- Austroads standard for pathway design

1.8 Operational Activities

Operational activities are recurrent activities that are continuously required to provide services. The following activities are considered operational:

- Cleanliness – leaf blowing of paths and playgrounds, rock pool cleaning, litter picking and bin emptying
- Functionality – mowing of sportsground grass, removal of low hanging tree branches over paths
- Running Costs – Floodlight and pump electricity, irrigation water use
- Asset inspection and monitoring

These activities are funded through Council's operational budgets.

1.9 Maintenance Activities

Maintenance activities are actions for retaining the asset as near as practicable to an appropriate service condition including regular on-going day-to-day work necessary to keep assets operating. These activities are not intended to improve the condition of the asset but retain it from degrading or deteriorating to a condition where it will no longer operate as designed.

Maintenance activities can be routine/planned (i.e. undertaken at regular frequencies) or reactive (i.e. in response to an event or issue).

Infrastructure maintenance responsibilities in parks is split geographically between the northern and southern halves of the LGA. Two maintenance coordinators within the Parks Operations Team manage one of these areas each.

1.9.1 Routine Maintenance

Routine maintenance is regular planned work that is identified and managed through our maintenance systems and processes (i.e. planned maintenance schedules). Routine maintenance activities include:

- Furniture oiling and painting
- Playground mulch rake and refill
- Irrigation system servicing
- Sportsground topdressing and fertilising
- Sports field floodlighting globe replacements

1.9.2 Reactive Maintenance

Reactive maintenance is unplanned work carried out in response to a failure or issue with the asset. Customers are able to submit service requests through our Customer Request Management (CRM) system, via our website or through our Customer Service Centres. Staff are also able to report issues through CRMs.

Reactive maintenance activities include:

- Fixing vandalised infrastructure
- Repairing water leaks
- Filling in seawall toe washouts
- Filling in sportsground divots
- Fixing lighting outages

Reactive maintenance priorities are assessed on a risk basis, with the higher the risk of an issues receiving a shorter timeframe to address. Table 2 below illustrates the current response times used.

Table 2 - Priority vs Response Time for Reactive Maintenance

Priority	Description
1	Critical - Work Required Immediately
2	High Priority - Attention Required ASAP
3	Medium - Attention at next reasonable opportunity
4	Low - Work can be done at any stage
5	Extremely Low - non-urgent; low importance

1.9.3 Maintenance Budget

Maintenance budget levels are inadequate to meet projected service levels, for example maintenance budgets have been exceeded in the past two financial years and have been offset by savings in other areas. Where maintenance budget allocations are such that they will result in a lesser level of service, the service consequences and service risks have been identified and are highlighted in this AMP and service risks considered in the Infrastructure Risk Management Plan.

Parks has developed a maintenance expenditure model based on long term average expenditure as a percentage of each asset class's gross replacement cost. This model allows for additional maintenance requirements from new/acquired infrastructure to be reliably calculated from the increase in asset stock value. Table 3 shows the current maintenance expenditure percentages as of June 30, 2023.

Table 3 - Required Maintenance Benchmarks for Open Space and Recreational Assets

Asset Class	Benchmark 30/6/2023
General Infrastructure	2.02%
Sportsgrounds	2.56%
Rock pools	0.80%
Pathways	0.76%
Retaining Walls	0.08%
Playgrounds	1.67%
Softfall	0.80%
Stairs	0.27%
Floodlighting Systems	1.33%
Paved Areas	0.10%
Bridges	0.18%
Boardwalks	0.20%
Irrigation Systems	3.33%
Hardcourt	0.32%
Shade Structures	0.77%
Synthetic Sportsfield (engineered layer)	0.04%
Synthetic Sportsfield (wearing layer)	2.79%
Boat ramps	0.43%
Skate parks	0.77%

BBQs	2.30%
Viewing Platforms	1.61%
Ticket Meters	0.27%
Cricket Wickets	22.27%
Water Tanks	0.19%
Pumps	15.81%
Wharves	0.36%
Exercise Equipment	0.22%
Shelters	0.62%
Tennis Court	0.65%
Water Feature	39.12%
Tidal Pools	1.21%
Watercraft Storage	0.26%
Sports Nets	1.43%
Scoreboard	5.67%

1.10 Asset Renewal

Renewal work is major work which restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to its original service potential is considered an acquisition and will require additional future operational and maintenance costs. Assets requiring renewal are identified by and based on a number of factors:

- Condition
- Remaining Useful Life
- Function
- Capacity
- Risk

Each of these factors is taken into consideration when determining whether a renewal of an asset is required. They help to evaluate whether the asset is fit for purpose in both a physical capacity as well as in its service provision.

Our 10-year funded LTFP Capital Renewal works program is shown in Table 4 below. Details of this program can be found in Section 6.4 Capital Renewal - Long Term Financial Plan

Table 4 – Funded LTFP Capital Renewal Program - Open Space and Recreational Assets ($000)

	Delivery Program				LTFP					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
TOTAL	12,460	13,464	15,758	15,581	15,892	16,210	16,535	16,896	16,726	17,097

The funded budget renewal forecast identifies a gap between asset consumption and renewal expense. This is due to the current long term funding benchmarks being insufficient to cover the necessary asset renewals. Reasons for this include:

- marked increase in construction pricing over the last 4-year period of inflation
- a concentration in assets reaching end of life and requiring renewal over the next 10 year period

The specific funding gaps are identified in Section 5.1.

1.10.1 Renewal Criteria and Prioritisation

Assets that have been identified as eligible for renewal are assessed via a set of criteria developed by Parks and Recreation, that aim to provide a ranking score which quantifies the urgency of the renewal. This assessment analyses the following criteria:

- Condition
- Risk
- Functionality
- Capacity
- Accessibility and Inclusiveness
- Public Image

These criteria are weighted differently across asset types, reflecting the wide range of assets in the Parks and Recreation portfolio. The final number or score indicates the priority for proposed renewals to be budgeted and allocated into the delivery program.

Further work is required and identified as an improvement to prioritise asset renewal across asset classes.

1.10.2 Renewal Practices

Parks and Recreation staff use renewals as an opportunity to assess whether an asset can be made more efficient and sustainable. An example of this is replacing a lighting system with LED lights, which lower electricity and maintenance costs.

Renewal work is carried out in accordance with the following Standards and Specifications.

- Kidsafe Playground Standard
- Sporting body recommended conditions for play (Rugby League, Rugby Union, Netball, Football, Cricket, Softball, Baseball etc.)
- Australian Standard for Sports lighting
- Australian Standards for pathways and bridges
- Austroads Standards for pathways and bridges
- Synthetic sportsgrounds Fifa certification

1.11 Infrastructure Backlog

The infrastructure backlog as at 30 June 2023 for our Open Space and Recreational Infrastructure Assets is shown in Table 5 below as reported in the Annual Financial Statements, and shows an increasing level of backlog over the last four (4) financial years.

Table 5 - Infrastructure Backlog for Open Space and Recreational Infrastructure Assets ($000)

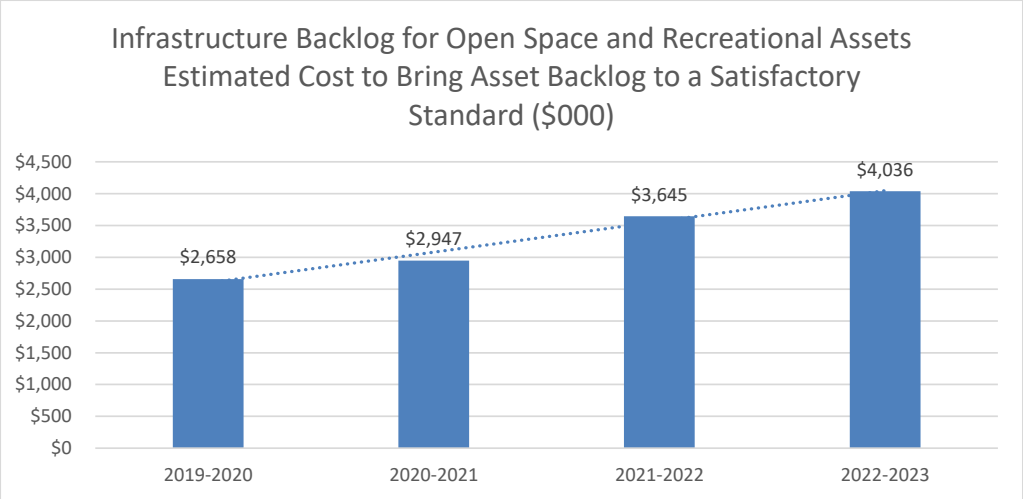
Asset Class	Backlog 2022/**23**
Swimming Pools (Including rock pools, tidal pools and swimming pools)	$341
Open Space / Recreational assets	$1,478
Other Infrastructure	$2,217
TOTAL	**$4,036**

This backlog is being addressed through the assessment and inclusion of all condition 4 and 5 assets from these categories in our renewal programs. The development of renewal programs aims to target assets in poor and very poor condition whilst balancing risk to determine the priority of undertaking renewal works. The level of funding may influence renewal priorities and strategies for assets in poor condition.

Table 6 - 4 year Infrastructure Backlog

Financial Year	Infrastructure Backlog ($000)
2022-2023	$4,036
2021-2022	$3,645
2020-2021	$2,947
2019-2020	$2,658

Figure 4 - 4 year Infrastructure Backlog



11.12 Asset Disposal

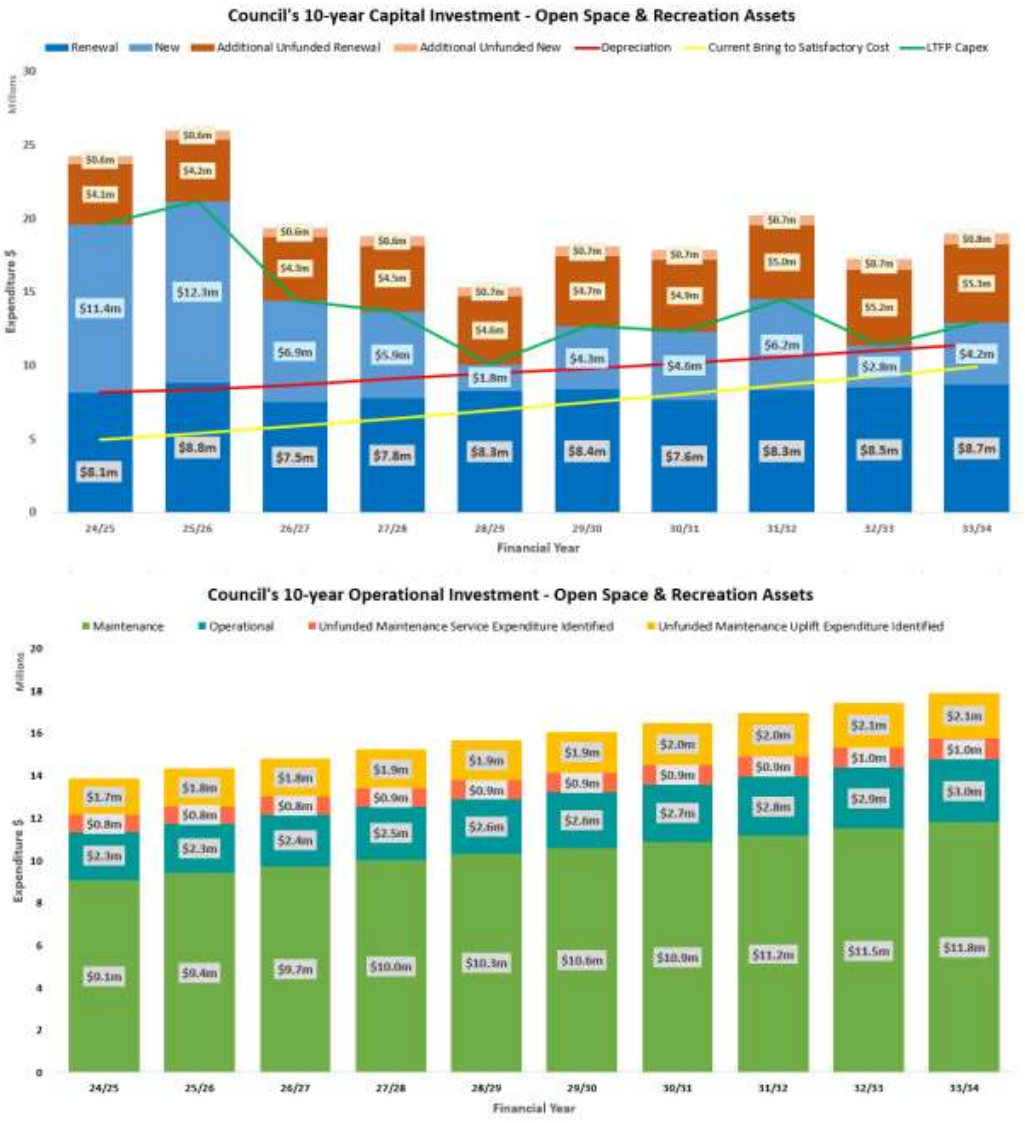
Disposal includes any activity associated with the disposal of a decommissioned asset including sale, demolition or relocation. In the event of an asset being disposed, an investigation into the current service provision of the asset and the merit of retaining that service will be conducted, to ensure that the asset disposal is in the community interest. When an asset has been identified for disposal, review of its current depreciation and rate is conducted to determine the financial impact of disposal to the organisation.

Currently, there are no Open Space and Recreational infrastructure assets planned to be disposed.

11.13 Forecasted Lifecycle Costs

The various capital and operational programs presented above have been forecasted in Figure 5 Open Space and Recreational Asset to present the forecasted lifecycle costs over the next 10 years.

Figure 5 - Open Space and Recreational Asset Expenditure



2. ASSET MANAGEMENT IMPROVEMENTS

Improvements to our current lifecycle management practices have been identified by analysing gaps in our existing practices, through recommendations in recent asset management reviews and through identifying best practice from other asset management practitioners. These include:

- Collate condition and function data on our assets, and incorporate this information into our forward planning of our infrastructure.

- Review and update asset component codes and valuation methodology
- Investigate, develop and implement demand forecasting, predictive modelling, deterioration modelling and failure mode analysis for structural assets.
- Identify an agreed level of service for assets with a high community profile with the community
- Improve asset allocation to operational and maintenance tasks
- Improve and streamline project development to better inform long term financial plans.

These improvements are also included in our Asset Management Improvement Plan in Section 11.2 of 2024/002578 - 2023 Northern Beaches Council Infrastructure Asset Management Plan

3. OPEN SPACE & RECREATION RISK REGISTER

Risk management is an important part of asset management planning. The purpose of infrastructure risk management is to document the findings and recommendations resulting from identifying, assessing and treating risks across our infrastructure portfolio. The risk will change over time, and our assessments are completed periodically to ensure the management of our risks are valid and appropriate for the time. Our infrastructure risk management assessments and plans have identified high, medium and low risks across our asset portfolio.

The NBC Enterprise Risk and Opportunity Management Policy[1] and Enterprise Risk and Opportunity Management Framework[2] have been utilised in the risk assessment of infrastructure assets. These documents provide a consistent, systematic and considered approach to the identification, management and reporting of risk across the organisation. Council's approach to Enterprise Risk and Opportunity Management (EROM) is consistent with the Australian/New Zealand Risk Management Standard: AS/NZS ISO 31000:2018.

Table 7 below identifies the infrastructure risk profile for Open Space and Recreational assets and describes the controls measures identified address these risks.

[1] *https://files.northernbeaches.nsw.gov.au/sites/default/files/documents/policies-register/enterprise-risk-policy/enterprise-risk-management-policy/enterprise-risk-management-policy-nov2020.pdf*
[2] Enterprise Risk and Opportunity Management Framework. Internal document. TRIM ref: 2021/321150

Table 7 - Open Space & Recreation Risk Register

Risk Reference Number	Risk or Opportunity Description	Root Causes / Situations where the risk or opportunity may arise	Consequences	Inherent Risk (with NO controls)			Residual Risk (with controls in place)			
				Likelihood	Consequence	Inherent Risk Score	Current Controls	Likelihood	Consequence	Residual Risk Score
OPEN&REC - 01	Playground - potential for public safety incidents from playground equipment failure	Equipment failure Weathering, in use stresses, incorrect use, vandalism	Risk of injury and public safety to users	3. Possible	4. Major	High	Inspections	4. Unlikely	4. Major	Medium
OPEN&REC - 02	Playground - Fall injuries	Fall injuries Under surfacing not compliant	Risk of increasing the incidence of falls and injury	3. Possible	4. Major	High	Certification of new under surfacing	4. Unlikely	4. Major	Medium
OPEN&REC - 03	Playground - Entrapment	Entrapment Poor Design	Increase risk of users becoming trapped and injured while playing on equipment	4. Unlikely	4. Major	Medium	Certified equipment providers	5. Rare	4. Major	Medium
OPEN&REC - 04	Boardwalks - Structural failure	Structural failure Material degradation	Increase risk to public safety and injury as a result of structural failure	3. Possible	2. Moderate	Medium	Visual inspections	5. Rare	2. Moderate	Low
OPEN&REC - 05	Boardwalks - Uneven surface	Uneven surface Loose nails & material degradation	Risk of injury due to trips and falls	1. Almost Certain	2. Moderate	High	Visual inspections and reactive maintenance	3. Possible	2. Moderate	Medium
OPEN&REC - 06	Boardwalks - Encroaching veg	Encroaching vegetation Natural growth	Risk of injury due to trips and falls and lack of visibility in line of sight	1. Almost Certain	2. Moderate	High	Tri-annual pruning + reactive pruning	3. Possible	2. Moderate	Medium
OPEN&REC - 07	Viewing Platforms - Structural failure	Structural failure Material degradation & vandalism	Increase risk to public safety and injury as a result of structural failure	3. Possible	2. Moderate	Medium	Visual Inspections	5. Rare	2. Moderate	Low
OPEN&REC - 08	Viewing Platforms - Uneven surface & decking damage	Uneven surface & decking damage Loose nails & material degradation, vandalism (skateboards)	Risk of injury due to trips and falls	2. Likely	2. Moderate	Medium	Visual Inspections	3. Possible	2. Moderate	Medium
OPEN&REC - 09	Rockpools - Structural failure	Structural failure Concrete degradation, environmental conditions	Structural failure to the rockpool and potential injury and death	5. Rare	4. Major	Medium	Weekly Visual inspections	5. Rare	4. Major	Medium
OPEN&REC - 10	Rockpools - slippery surfaces	Slippery surfaces due to algae, surface wear and tear	Risk of injury due to trips, slips and falls	2. Likely	2. Moderate	Medium	Cleaning	5. Rare	2. Moderate	Low

Risk Reference Number	Risk or Opportunity Description	Root Causes / Situations where the risk or opportunity may arise	Consequences	Inherent Risk (with NO controls)			Residual Risk (with controls in place)			
				Likelihood	Consequence	Inherent Risk Score	Current Controls	Likelihood	Consequence	Residual Risk Score
OPEN&REC - 11	Pumps - failure	Failure Electrical fault, environmental damage?	Poor water quality as a result to pool pump failing	3. Possible	1. Minor	Low	Triannual maintenance	3. Possible	1. Minor	Low
OPEN&REC - 12	Pumps - Pump well access	Pump well access Water flow entrance	Risk of not being accessible to rockpool pump which can result in pump failure and decrease in water quality	3. Possible	4. Major	High	Grates at some pools	5. Rare	4. Major	Medium
OPEN&REC - 13	Lighting Systems - Light Failure/electrical faults	Light Failure/electrical faults Weather conditions, vandalism, technical faults (estate)	Reputational risk as due to lighting not being operational and meeting service requirements	1. Almost Certain	1. Minor	Medium	Annual light inspections, reactive replacements, triennial lens cleaning	3. Possible	1. Minor	Low
OPEN&REC - 14	Lighting Systems - Pole failure	Pole failure due to material degradation (rotting/rusting/termites)	Potential risk of injury and service due to pole failing and taken out of operation	3. Possible	4. Major	High	Pole audit triennial	5. Rare	4. Major	Medium
OPEN&REC - 15	Steps - Slippery surfaces	Slippery surfaces due to organic matter, weather conditions, structural degradation	Risk of injury due to trips, slips and falls	3. Possible	4. Major	High	Reactive maintenance	4. Unlikely	4. Major	Medium
OPEN&REC - 16	Steps - Structural failure	Structural failure due to termites, weathering, material degradation	Risk of injury and death as a result of asset failure	3. Possible	4. Major	High	Reactive maintenance	5. Rare	4. Major	Medium
OPEN&REC - 17	Irrigation Systems - Failure, dying grass, sodden sections of turf, trip hazards, ground level issues	Failure, dying grass, sodden sections of turf, trip hazards, ground level issues Power failures, component failures, vandalism	Risk of playing surfaces decreasing in condition and becoming uneven due to drying out and increasing the risk of injury	2. Likely	1. Minor	Low	Scheduled audits 3 times/year, visual inspections	3. Possible	1. Minor	Low
OPEN&REC - 18	Sportsfields - Micro Level inconsistencies, trip hazards, joint injuries	Micro Level inconsistencies, trip hazards, joint injuries Intense use, animals, vandalism	Increasing the risk of injury to users	2. Likely	2. Moderate	Medium	Weekly Visual inspections, filling in of divots etc.	3. Possible	2. Moderate	Medium
OPEN&REC - 19	Sportsfields - Poor grass coverage, impact injuries, adds to micro level issues	Poor grass coverage, impact injuries, adds to micro level issues - Insect attack, disease, environmental conditions	Risk of playing surfaces decreasing in condition and becoming uneven due to drying out and increasing the risk of injury	2. Likely	2. Moderate	Medium	Preventative spraying, irrigation, mowing heights, fertilising, topsoil replenishment	3. Possible	2. Moderate	Medium
OPEN&REC - 20	Synthetic Sportsfields - Damage to surface, leading to risk of trips and falls	Damage to surface from vandalism or users	Risk of trips and falls	3. Possible	2. Moderate	Medium	Inspections & security fencing	4. Unlikely	2. Moderate	Low

Risk Reference Number	Risk or Opportunity Description	Root Causes / Situations where the risk or opportunity may arise	Consequences	Inherent Risk (with NO controls)			Residual Risk (with controls in place)			
				Likelihood	Consequence	Inherent Risk Score	Current Controls	Likelihood	Consequence	Residual Risk Score
OPEN&REC - 21	Goal Posts - Structural failure	Structural failure from vandalism or users	Reputational risk due to sports grounds not being operational and not meeting service requirements	3. Possible	2. Moderate	Medium	Inspections (weekly)	4. Unlikely	2. Moderate	Low
OPEN&REC - 22	Pathways - Trips	Trips from structural failure, tree roots	Risk of trips and falls	3. Possible	2. Moderate	Medium	Visual inspections	4. Unlikely	2. Moderate	Low
OPEN&REC - 23	Pathways - Collisions on multi-use paths	Collisions on multi-use paths due to lack of appropriate line marking	Increased risk to public injury and safety due to falls and bicycle accidents	4. Unlikely	2. Moderate	Low	Some delineation	5. Rare	2. Moderate	Low
OPEN&REC - 24	Paved Areas - Trips	Trips from trees, sand jacking	Risk of trips and falls	3. Possible	2. Moderate	Medium	Reactive maintenance, visual inspection as part of reserve walkthroughs	3. Possible	2. Moderate	Medium
OPEN&REC - 25	Jetty - Structural failure	Structural failure Marine environment, vessel impact	Risk of structural failure resulting in personal injury and death and destruction to marine life and habitats	4. Unlikely	4. Major	Medium	Triennial structural inspection (above and below water), annual visual inspections (above water)	5. Rare	4. Major	Medium
OPEN&REC - 26	Retaining walls and Seawalls - Structural Failure	Structural Failure Hydrostatic pressure, poor construction, material degradation and changed ground conditions	Increased coastal erosion, flooding and damage to nearby infrastructure and proprieties	3. Possible	4. Major	High	Visual inspections	5. Rare	4. Major	Medium
OPEN&REC - 27	Hard courts - Trips and falls, Cracking, uneven surfaces	Trips and falls, Cracking, uneven surfaces Ground settlement, tree roots, poor construction techniques, slippery surfaces	Risk of trips, slips and falls	2. Likely	2. Moderate	Medium	Ad-hoc visual inspections + reactive maintenance, annual cleaning	5. Rare	2. Moderate	Low
OPEN&REC - 28	BBQS - Electrical/gas failure	Electrical/gas failure Vandalism, weather exposure	Potential risk of gas leaks or fire hazards leading to explosions and risk of injury or burns to users	2. Likely	1. Minor	Low	Annual BBQ audit	4. Unlikely	1. Minor	Low
OPEN&REC - 29	BBQS - Dirty, unhygienic	Dirty, unhygienic High Use	Potential risk of bacteria being transferred to food resulting in poisoning which can lead to serious illness to the user.	2. Likely	2. Moderate	Medium	Bi-weekly cleaning	4. Unlikely	2. Moderate	Low
OPEN&REC - 30	Bridges - Structural Failure	Structural Failure Degradation of structural members, vandalism	Risk of injury or death, and severe damage to surrounding infrastructure and loss of serviceability	4. Unlikely	4. Major	Medium	Annual bridge audit	5. Rare	4. Major	Medium

Risk Reference Number	Risk or Opportunity Description	Root Causes / Situations where the risk or opportunity may arise	Consequences	Inherent Risk (with NO controls)			Residual Risk (with controls in place)			
				Likelihood	Consequence	Inherent Risk Score	Current Controls	Likelihood	Consequence	Residual Risk Score
OPEN&REC -31	Bridges - Trips and slips	Trips and slips from uneven decking or organic material on deck	Risk of trips, slips and falls	3. Possible	1. Minor	Low	Reactive inspections and maintenance	4. Unlikely	1. Minor	Low
OPEN&REC -32	Boat ramps - Slips and Trips	Slips and Trips from algae growth, surface wear and tear	Risk of trips, slips and falls	1. Almost Certain	2. Moderate	High	Fortnightly High Pressure Cleaning in Summer, monthly in winter and reactive as required.	3. Possible	2. Moderate	Medium
OPEN&REC -33	Boat ramps - Structural failure	Structural failure Erosion, poorly constructed Lack of sufficient maintenance	Risk of injury to the public or damage to water craft. Potential for increased coastal erosion	5. Rare	1. Minor	Low	Visual inspections	5. Rare	1. Minor	Low
OPEN&REC -34	Skate Facilities - Structural damage, risk to users	Structural damage, vandalism, high use	Increased risk of serious injury, falls and head injuries to the user	3. Possible	2. Moderate	Medium	Visual inspections	4. Unlikely	2. Moderate	Low
OPEN&REC -35	Skate Facilities - Trips and falls	Trips and falls from uneven surface, dirt & grit	Risk of trips, slips and falls	3. Possible	2. Moderate	Medium	Fortnightly blowing	4. Unlikely	2. Moderate	Low
OPEN&REC -36	Beach Showers - Malfunction	Mal-function due to sand build up, high use	Risk of water ponding due to the lack of drainage which can increase the risk of trips and falls and an increase in bacteria resulting in infections and illness	2. Likely	1. Minor	Low	Annual Shower audit. Maintenance, weekly cleaning	4. Unlikely	1. Minor	Low
OPEN&REC -37	Shade structures - Structural failure	Structural failure due to degradation or vandalism	Potential risk of injury and loss of life, serviceability issues and expensive to replace	3. Possible	1. Minor	Low	Monthly visual inspections	3. Possible	1. Minor	Low
OPEN&REC -38	Shelters & furniture (timber) - Material Degradation	Material Degradation due to weather exposure	Potential risk of injury or death due to collapse of structure	5. Rare	1. Minor	Low	Biannual oiling & ad-hoc painting as required	5. Rare	1. Minor	Low

4. SUMMARY OF EMERGING ISSUES

A number of emerging issues need to be considered and resolved over the next ten years, to be able to provide certainty for our infrastructure planning. These issues can be summarised as follows:

4.1 Cost Considerations

Additional costs have been identified for a range of renewal, maintenance, uplift and new assets. These are described in Section 5 - Unfunded Programs.

4.2 Climate Change Adaptation

- Adaptation to climate change will require open space assets to be more resilient to increased frequency of heat waves, storm surges, high tide levels and bushfires. Implementing climate change adaptation measures and solutions across our open space and recreational assets portfolio will require increased funding.
- Council is also having to adjust the materials its uses and invest in new technology and systems to reduce our carbon footprint and water use to be more sustainable. Examples of improving sustainability include implementing water recycling systems to replace potable irrigation systems on sportsfields, LED lighting, variable speed pumps and using concrete with cement substitutes to lower carbon dioxide emissions.

Asset Portfolio	Action	Cost	Implementation Strategy	Assumptions
Sportsfields	Replace metal halide sportsfield lights with LED	$5.8m	Install lighting over 10-year timeframe	Replace 780 bulbs metal halides with LED.
	Stormwater/blackwater harvesting systems with sites of three or more fields which have irrigation	$18.7m	Install stormwater harvesting over 25-year timeframe	Assume cost of Cromer harvesting system total 1.2million set up of 10 % = 120,000 per installation per field cost is 1080000/4= 270,000. 11 sites 48 fields
Playgrounds	Maintain rubber softfall only at high-risk anti-social sites, replace with bark	$0.6m	10 years	Replace rubber at 54 sites with bark. Includes disposal of rubber and installation of bark
Foreshore Assets	Increase height of seawalls	$2.3m	As assets are renewed	Assume 20% increase in GRC
	Review vulnerability of foundations to increased wave action and current strength for critical assets	$0.7m	Short term action 1-5 years	Assume full structural assessment, options report and costs

4.3 Levels of Service

- Increasing community expected level of service, including more diverse facility requirements and greater inclusivity of assets.
- Technological improvements continue to provide new opportunities for us to better tailor the service we provide and manage our risk including artificial intelligence, better telemetry, and new renewal techniques.
- Concerns about the capacity and accessibility of some wharves which may impact on the agreed service we deliver to the community.

4.4 Inspections Not Fully Funded

- Not all asset inspections are fully funded or resourced. Council has identified an uplift for auditing, these proposed inspections programs are not currently funded. This is a false economy as for example, identifying that a light pole has some rust at the base early is relatively inexpensive to treat however not picking it up could result in a potentially fatal failure and a shortened useful life which is far more costly to the organisation.

5. UNFUNDED OPEN SPACE & RECREATION PROGRAMS

A review of the current asset renewal and maintenance programs and the associated levels of Unfunded Programs has been undertaken as part of this AMP refresh. Infrastructure funding gaps have been identified within this Asset Management Plan, with the table below showing a summary of funding shortfalls in the following categories:

- Asset Renewal Gap
- Asset Maintenance Gap
- Uplift in Service Gap
- New Assets Gap

Table 8 - Open Space & Recreation funding gaps

Category	Gap ($m)
Renewal Gap	$37.9
Maintenance Gap	$7.7
Uplift in Service Gap	$17.1
New Asset Gap	$6.8
Total Unfunded Asset Management Plan	**$69.5m**

Below is a snapshot of some of the current issues impacting the size and growing nature of the Unfunded Programs.

Description of Unfunded Programs issues

Wharves and Jetties

- 38 wharves and jetties
- Complex marine assets with specialist renewal requirements
- Asset life can be impacted by storm events
- State Government grant funding programs under review
- Accessibility improvements are required at the point of renewal, adding to the capital cost
- A recent comprehensive condition assessment of all wharves has been undertaken. Many components of the structures are in poor condition and require renewal to operate those structures in a safe manner. Additional funds are required to remedy the identified defects.







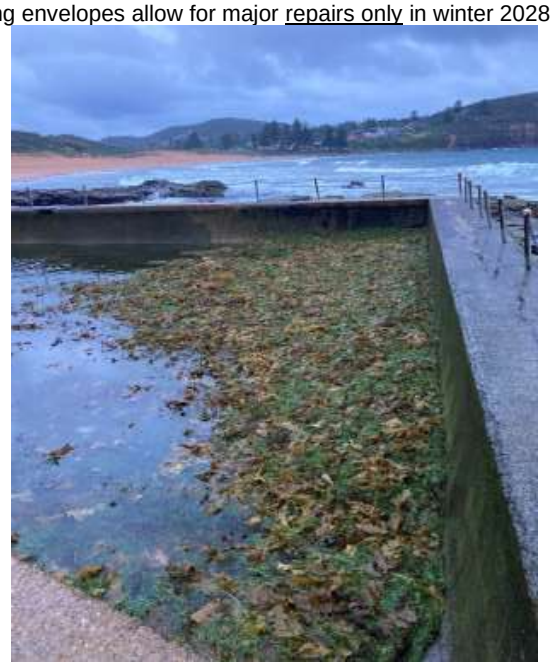


Description of Unfunded Programs issues

Rockpool Renewal, Upgrades and Maintenance

Eg Avalon rockpool

- No pump - most pools have pumps to refill and replenish sea water
- Valve located in poor position, impacts ability to empty/refill pool
- Deteriorating concrete in pool and on pool deck surface
- Night cleaning during low tides, challenging weather impacts
- Pool crews staff retention - difficult hours and tasks
- Current funding envelopes allow for major repairs only in winter 2028





Description of Unfunded Programs issues

Tree planting, maintenance and proactive works

- 5,000 trees per year target (3,000 in bushland areas as succession planting, 2,000 in urban areas)
- Grant funding supports delivery of 2,000 trees in urban areas
- Current budget $320,000 for tree supply, planting and maintenance. Tree average cost is $500 (includes maintenance), shortfall of $680,000 p.a. to guarantee target is met
- Proactive tree maintenance would reduce reactive costs over time but cannot be carried out as needed as funding is primarily allocated to reactive works







Description of Unfunded Programs issues

Grass Cutting increase service

- High growth experienced December to April in a typical year - High volume of community complaints
- Varying weather patterns effect growth and workload progress
- Increase level of service desire to include two cuts per month on reserves and sportsfield surrounds from December to April







Council has adopted many Masterplans, Place Plans and strategies since amalgamation with many of the actions contained in them yet to be funded in the LTFP. These projects will be undertaken as funding becomes available. Care does need to be taken around the continued adoption of new plans and actions, as this will inevitably lead to an increasing backlog of unfunded projects.

The following sections show the Unfunded Programs for Open Space and Recreational assets.

5.1 Asset Renewal Gap

Table 9 - Asset Renewal Gap

No	Renewal Gap Program	Renewal Gap Description	Gap ($m) $37.9m
R1	Trail Renewal Program	Recreational Trails funding gap	$3.2
R2	Playground Renewal Program	Playground Renewal gap	$3.7
R3	Rockpool Renewal Program	• Funding gap between rockpool major repair and full renewal • New floor for Palm Beach Rockpool • Relocation of valve at Bilgola and Avalon Rockpools • Whale Beach Rockpool Pump Well Relocation	$8.9
R4	Wharves Renewal Program	• Renewal backlog based on condition audit & priority works • Ferry wharf accessibility improvements	$14.6
R5	Sportsfield Lighting Program	Upgrade Nolans Reserve Lighting to compliance	$1.3
R6	Seawall Program	Queencliff Beach Seawall Toe Protection	$6.0

- Asset renewal funding gaps have been identified across a range of asset categories to deliver our renewal programs at the optimum intervention level. In these programs, the current levels of renewal funding are insufficient to renew assets to the modern standard expected by the community. This additional funding will address the shortfall for these asset categories.
- Forecast renewals have a renewal ratio <100% in the long-term, which is one of the Infrastructure performance metrics in the Annual Financial Statements Special Schedules reporting

5.2 Asset Maintenance Gap

Table 10 - Asset Maintenance Gap

No	Maintenance Gap Program	Maintenance Gap Description	Gap ($m) $7.7m
M1	Optimised Maintenance Program	Required Maintenance & Operations budget uplift to deliver current LOS	$4.4
M2	Wharves Program	Wharves Preventative Maintenance Program	$2.0
M3	Maintenance Planning Program	Proactive Maintenance Planning Program	$0.3
M4	Tidal Pool Program	Tidal Pool Maintenance - higher frequency	$1.0

- Maintenance and operational budgets are based on CPI increase and a blanket 1% of the gross replacement cost of new asset stock, not on what is required to service new/upgraded assets.
- A shortfall of $4.4m of additional funding is required for maintenance to fulfill current required levels of service over the next ten years.
- Some wharf components are in poor condition and better information on their condition is required in order to plan for their future renewal needs. Additional maintenance is required to

address issues from additional deterioration in the short term.
- Asset inspections for maintenance planning have been delayed due to limited operational budget, which may lead to an increase in Council's risk exposure.

5.3 Uplift in Service Gap

Table 11 - Uplift in Service Gap

No	Uplift in Service Gap Program	Uplift in Service Gap Description	Gap ($m) $17.1 m
U1	Playground Program	Lagoon Park Playground Upgrade	$1.5
U2	Reserve Mowing Program	Reserve Mowing	$3.8
U3	Tree Maintenance Program	Tree Maintenance	$5.0
U4	Tree Planting Program	Tree Planting	$6.8

- An uplift is required and funding to become available to increase the frequency of Reserve mowing to meet the current expected levels of service.
- Tree health and maintenance is underfunded with a $12m uplift required to better maintain and increase tree planting.

5.4 New Assets Gap

Table 12 - New Assets Gap

No	New Assets Gap Program	New Assets Gap Description	Gap ($m) $6.7
N1	Lighting Program	Aquatic Reserve Lighting System	$1.2
N2	Playground Program	Playground Shade Provision	$1.0
N3	Foreshores Program	Shore Brace foreshore trail	$0.3
N4	Sportsfield Program	Synthetic Field Conversions	$3.1
N5	Additional Depreciation and Maintenance for new assets		$1.1

6. OPEN SPACE & RECREATION APPENDICES

6.1 Critical Assets - Open Space and Recreational Assets

Table 13 Critical Open Space and Recreational Assets

Asset Number	Description	Location
BBB00026	Bridge in Reserve	Reserve or Property\Dee Why Lagoon Wildlife Refuge No 373
BBB00032	John Fisher Park - Bridge - Old Reub Hud	Reserve or Property\Greendale Creek/Curl Curl Lagoon (John Fisher Park)
BBB00033	John Fisher Park Bridge - Park Street	Reserve or Property\Greendale Creek/Curl Curl Lagoon (John Fisher Park)
BBB00035	Nolan Park Reserve Bridge	Reserve or Property\Nolan Reserve (District Park)
BBB00043	Bridge - Deep Creek - NLMUT	Reserve or Property\Middle Creek Reserve (no 1)
BBB00049	NLMUT Middle Creek Bridge	Reserve or Property\Middle Creek Reserve (no 1)
BBB00050	NLMUT South Creek Bridge	Reserve or Property\South Creek Reserve
BBB06023	Bridge	Reserve or Property\Kooroowall Reserve
BBB06004	Bridge	Reserve or Property\Progress Park
RBS00027	Retaining Wall	Reserve or Property\Civic Centre
RBS00028	Retaining Wall	Reserve or Property\Civic Centre
RBS00029	Retaining Wall	Reserve or Property\Civic Centre
RBS00057	Retaining Wall	Reserve or Property\Cromer Works Depot
RBS00230	Retaining Wall	Reserve or Property\Dee Why Headland
RBS00231	Retaining Wall	Reserve or Property\Dee Why Headland
RBS00232	Retaining Wall	Reserve or Property\Dee Why Headland
RBS00233	Retaining Wall	Reserve or Property\Dee Why Headland
RBS00260	Retaining Wall	Reserve or Property\Fishermans Walk
RSW00022	Sea Wall	Reserve or Property\Dee Why Beach Reserve
RSW00023	Sea Wall	Reserve or Property\Dee Why Beach Reserve
RSW00027	Sea Wall	Reserve or Property\Dee Why Headland
RSW00029	Sea Wall	Reserve or Property\Fishermans Walk
RSW00030	Sea Wall	Reserve or Property\Fishermans Walk
RSW00032	Sea Wall	Reserve or Property\Fishermans Walk
RSW00034	Sea Wall - South Curl Curl Beach	Reserve or Property\Fishermans Walk
RSW00035	Seawall - Dee Why Beach	Reserve or Property\Dee Why Beach Reserve
RSW00038	Seawall	Reserve or Property\Fishermans Walk
RSW00044	Seawall - Church Point Boardwalk	Reserve or Property\Cargo Wharf
RSW05008	Seawall	Reserve or Property\North Steyne
RSW05013	Seawall	Reserve or Property\North Steyne
RSW05014	Seawall	Reserve or Property\South Steyne
RSW05015	Seawall	Reserve or Property\Queenscliff Beach
RSW05018	Seawall	Reserve or Property\Shelly Beach Reserve
RSW05021	Seawall	Reserve or Property\Sandy Bay
RSW06013	Seawall	Road Reserve\Mccarrs Creek Road, CHURCH POINT
RSW05020	Seawall	Reserve or Property\South Steyne
RSW05019	Seawall	Reserve or Property\South Steyne
RSW05009	Seawall	Reserve or Property\North Steyne
RSW05010	Seawall	Reserve or Property\North Steyne
RSW05012	Seawall	Reserve or Property\North Steyne
RSW00024	Seawall	Reserve or Property\Dee Why Beach Reserve

6.2 Critical Assets - Wharves

Table 14 Critical Wharves

LPW Number	Asset Search Description	Ferry Wharf
LPW06005	Church Point Cargo Wharf	No
LPW06006	Church Point Wharf (old)	Yes
LPW06009	Bennetts Wharf	Yes
LPW06011	South Elvina Wharf	Yes
LPW06012	Mackerel Beach	Yes
LPW06013	Lovett Bay Wharf	Yes
LPW06016	Halls Wharf	Yes
LPW06019	Newport Wharf	Yes
LPW06020	Palm Beach Wharf	Yes
LPW06021	Carols Wharf	Yes
LPW06022	Scotland Island Cargo Wharf	No
LPW06023	Eastern Wharf	Yes
LPW06024	Tennis Court Wharf	Yes
LPW06025	Bell Wharf	Yes
LPW06026	Bonnie Doon Wharf	Yes
LPW06027	Currawong Wharf	Yes

6.3 Funded LTFP Capital New Program - Long Term Financial Plan ($000)

	Delivery Program				LTFP					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Collaroy-Narrabeen Coastal Protection Works	3,276	3,737	3,196	3,000	-	-	-	-	-	
Sportsgrounds - New and Upgrades	-	-	-	-	-	500	1,500	1,500	1,500	
Foreshores - New and Upgrades	-	-	-	-	-	350	-	-	-	
Reserves - New and Upgrades	-	-	-	-	200	-	500	500	500	
Recreational Trails - New and Upgrades	-	-	-	-	-	-	200	200	200	
Sports Club Capital Assistance Program	100	100	100	100	100	100	100	100	100	
Warriewood Valley - Pedestrian and Cycleway Network	-	-	-	-	-	168	506	-	248	
Warriewood Valley - Public Space and Recreation	220	3,623	-	-	-	-	-	-	-	
Church Point Masterplan Boardwalk Extension	-	-	-	-	-	-	-	-	-	
All weather Sportsfields Upgrades	-	-	-	-	200	2,210	1,530	3,590	-	
Freshwater Beach Masterplan Implementation	1,525	-	-	-	-	-	-	-	-	
Church Point Commuter Wharf Expansion	310	-	-	-	-	-	-	-	-	
McKillop Park, Freshwater Boardwalk	-	-	-	-	-	-	-	-	-	
Smart Parking Infrastructure	250	-	-	-	-	-	-	-	-	
Reserve - New Pathway and Lighting Program	-	-	300	300	300	300	300	300	300	
Clontarf Masterplan Implementation	-	550	1,500	-	-	-	-	-	-	
Manly Cemetery Columbarium	-	-	-	-	-	-	-	-	-	
Triangle Park North - Dee Why Town Centre	-	-	-	-	-	-	-	-	-	
Manly Dam boardwalk	1,500	-	-	-	-	-	-	-	-	
Frenchs Forest Precinct Park Upgrades	1,541	2,000	-	-	-	-	-	-	-	

Griffith Park Playground Upgrade	-	-	-	-	-	-	-	-	-
Trafalgar Park, Newport Playground Upgrade	-	-	-	-	-	-	-	-	-
Dee Why Beach (Michaela Howie) Playground Upgrade	206	-	-	-	-	-	-	-	-
Little Manly Beach Masterplan Implementation	-	-	-	-	-	-	-	-	-
Ivanhoe Park Masterplan Implementation	-	-	500	-	-	-	-	-	-
Manly Dam Mountain Bike Trail Upgrade	-	-	-	-	-	-	-	-	-
Fern Creek Bridge and Shared Paths	-	-	-	-	-	-	-	-	-
Shared Path From B-Line Stop to Boondah Rd	164	-	-	-	-	-	-	-	-
Lynne Czinner Park, Warriewood New Park	-	-	-	-	-	-	-	-	-
Beverly Job Reserve, Narraweena Youth Space	-	-	-	-	-	-	-	-	-
Warriewood Beach Foreshore Upgrades	-	-	-	-	-	-	-	-	-
Warringah Recreation Centre, North Manly Upgrades	2,203	3,700	-	-	-	-	-	-	-
Aquatic Reserve, Frenchs Forest Sportsfield Lighting	-	-	-	-	-	-	-	-	-
Seaforth Bike Park	500	-	-	-	-	-	-	-	-
Parkes Reserve, Collaroy Plateau Playground	-	-	150	-	-	-	-	-	-
Governor Phillip Reserve Masterplan Implementation	-	100	750	1,250	-	-	-	-	-
North Narrabeen Reserve Masterplan Implementation	-	-	110	1,050	1,000	700	-	-	-
Catherine Park, Scotland Island	-	-	300	200	-	-	-	-	-
Fielding Reserve, Collaroy New Playground	-	-	-	-	-	-	-	-	-
Outdoor Gyms - Dee Why and Manly Beach	330	-	-	-	-	-	-	-	-
New Basketball Facilities	200	-	-	-	-	-	-	-	-
Accessible Parking Infrastructure	-	-	-	-	-	-	-	-	-
Manly Dam Memorial Shelter and Accessibility Works	-	-	-	-	-	-	-	-	-
TOTAL	**12,326**	**13,810**	**6,906**	**5,900**	**1,800**	**4,328**	**4,636**	**6,190**	**2,848**

6.4 Funded LTFP Capital Renewal Program - Long Term Financial Plan ($000)

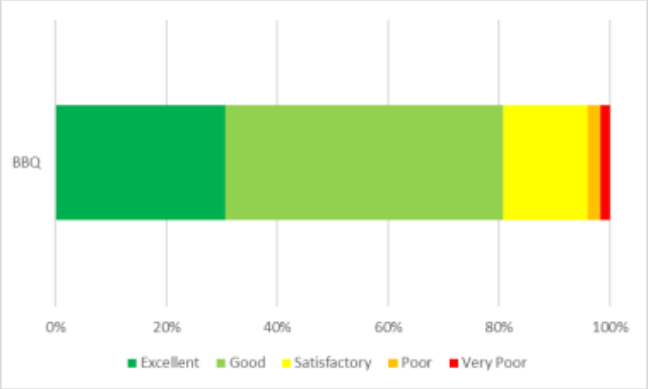
	Delivery Program				LTFP					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Sportsfield Renewal Program	1,325	1,630	1,445	1,789	1,818	1,827	1,833	1,596	1,634	1,675
Reserves Renewal Program	368	634	662	674	686	698	710	726	744	763
Foreshores Renewal Program	538	1,810	2,130	1,601	1,603	1,605	1,607	1,644	1,684	1,726
Recreational Trails Renewal Program	453	180	420	489	494	498	503	515	527	540
Playground Renewal Program	605	773	1,033	1,039	1,046	1,053	1,060	1,084	1,110	1,138
Rockpool Renewal Program	793	741	910	719	1,150	1,155	391	1,166	1,194	1,224
Dinghy storage	40	40	40	40	40	40	40	40	41	42
Tidal Pools Refurbishment	487	50	500	513	525	537	550	564	578	593
Wharves Works Program	2,207	1,290	162	700	717	733	750	768	786	806
Mona Vale Cemetery Works Program	350	150	150	150	150	150	150	150	150	150
Pittwater Golf Driving Range, Warriewood Renewal Works	100	50	50	51	53	54	55	57	58	59
Clontarf Reserve Tidal Pool	-	-	-	-	-	-	-	-	-	-
South Collaroy Foreshore Renewal	-	-	-	-	-	-	-	-	-	-
Bayview Seawall and Path	-	-	-	-	-	-	-	-	-	-
TOTAL	**7,266**	**7,347**	**7,502**	**7,765**	**8,281**	**8,350**	**7,649**	**8,310**	**8,506**	**8,715**

6.5 Maintenance and Renewal Criteria by Asset Category

6.5.1 BBQ

Barbeques are located in many parks and reserves, offering gas and electric services for community use.

Asset Category	**Barbeque**
Number of Barbeques	156
Maintenance Activities	**Daily** – Test and Clean (South) Daily test and cleaning maintenance program to remove cooking waste build up is in place for barbeques in Manly. **Bi-Weekly** – Test and Clean (North and Central) A bi-weekly maintenance program to remove cooking waste build up is in place for barbeques in North. Same regime apply for Central BBQs from **MAR to SEP** every year **Tri-Weekly** – Test and Clean (Central) A tri-weekly maintenance program to remove cooking waste build up is in place for barbeques in Warringah from **OCT to FEB** every year At time of cleaning the barbeques are also tested to see if they are working correctly. This maintenance regime is managed by Council's Facilities team. **Annually** – Barbeque Inspection All barbeques that P&R is responsible for are tested each year for electrical faults. If faults are discovered, a contractor repairs the barbeque/s to working order. **As required** – Reactive Maintenance Community members often inform Council of barbeques that are not functioning correctly. These notifications are investigated promptly with maintenance works organised if required.
Renewals	Barbeques are generally renewed as part of a larger project to renew an overall space. As such there is no specific barbeque renewal plan, if a barbeque has deteriorated to a poor condition and is not located in a reserve that is due for a larger renewal, it is listed in the forward P&R renewal program.

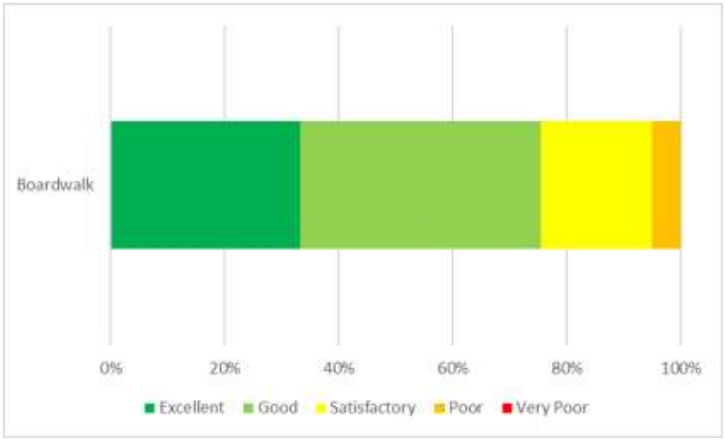


6.5.2 Boardwalk

Council's boardwalks are located in many of the foreshore areas, spanning riparian areas and areas of sensitive flora. Due to the boardwalks being in close proximity to marine environments they need to be able to endure natural and chemical forces such as wave impacts and saltwater corrosion.

The length of boardwalk that Council manages has increased over the last 5 years, with many new boardwalk sections forming parts of the Narrabeen Lagoon Multi-use trail. This project has enabled Council to use emerging synthetic materials for its boardwalks; these materials have a rough surface which provides great traction underfoot for users and also are resistant to corrosion.

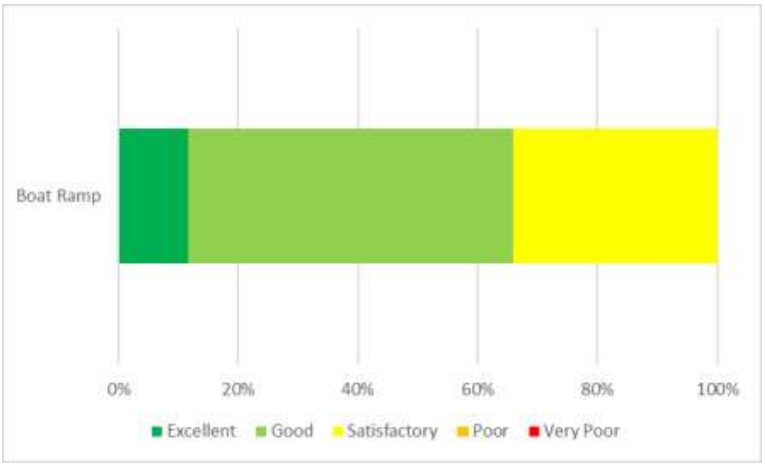
Asset Category	**Boardwalk**
Number of Boardwalks	88
Length (m)	4,272
Maintenance Activities	**Quarterly** – High Profile boardwalks High Profile boardwalk walkthroughs are conducted quarterly to identify defects. Maintenance activities that result from these inspections include replacement of weakened decking and loose fixings. **Annually** – Coastal boardwalk Coastal Boardwalk walkthroughs to be conducted each year. **Risk Dependant Frequency** Timber structures Inspections will be conducted according to risk. **As required** – Reactive Maintenance Reactive maintenance is conducted as required as well as when community member's inputs, after inspection, are deemed as relevant and request repairs to be done.
Renewals	Renewals occur when works that are beyond the scope of maintenance are required to ensure the continued service of the boardwalk asset. These include actions such as replacement of boardwalk substructure and large sections of decking replacement. Council will renew wooden decking with fibreglass reinforced decking as in the future to ensure a longer life and better migration opportunities for flora and fauna.



6.5.3 Boat Ramp

Council provides a number of boat ramps to the community for private watercraft to enter the sea and lagoons. The majority of these assets are constructed from reinforced concrete due to its ability to cope with vehicle loads and its resistance to weathering effects.

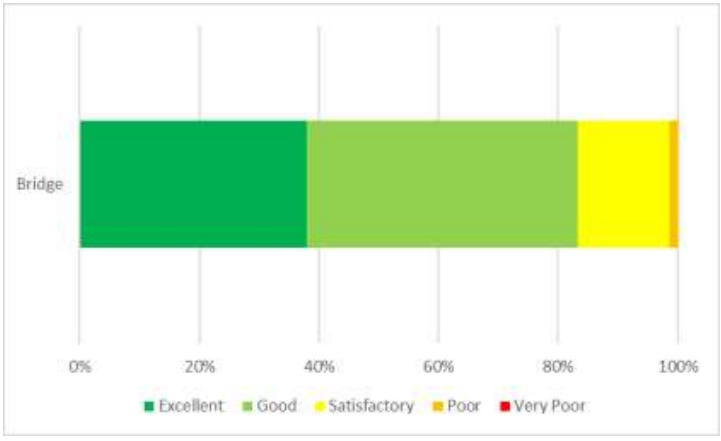
Asset Category	**Boat Ramp**
Number of Boat Ramps	31
Maintenance Activities	**Fortnightly (Oct to May)** – Little Manly and Shelly Beach. **Monthly (Jun to Sep)** – Little Manly and Shelly Beach. High Pressure Cleaning **Monthly** – all other ramps High Pressure Cleaning The algae make the surface slippery, resulting in vehicles unable to hold traction on the ramp. The above maintenance regime is then adopted to ensure the ramp is safe to use. Inspections are carried out regularly and extra cleaning may be conducted at any time when excessive algal growth is detected. **As required** – Reactive Maintenance All ramp repairs will be conducted as needed.
Renewals	Boat ramps have an expected useful life of 100 years and are not expected to be renewed unless a structural fault is identified.



6.5.4 Bridge

Parks and Recreation's bridges provide ease of access across the many creeks and riparian areas that feature in open spaces. Many bridges are part of high profile linkages such as the Narrabeen Multi-Use trail and the Multi-use path between Dee Why and Cromer. These bridges are constructed from a variety of materials and utilise a number of different construction techniques, resulting in varied service lives and purposes. Some bridges are suitable for pedestrian and bicycle traffic only, where others are built to cope with Council maintenance vehicles.

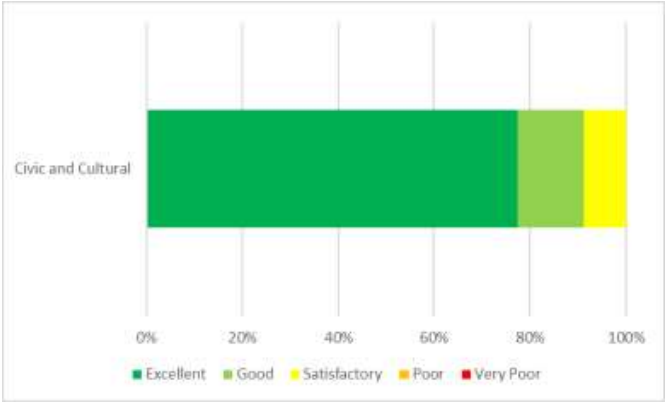
Asset Category	**Bridge**
Number of Bridges	53
Maintenance Activities	**Risk Dependant Frequency** – Structural Inspection Bridge condition inspection undertaking by certified engineers commissioned by Council's Transport and Civil Infrastructure team. Components that are assessed include piers, abutments, sub-structure, deck, handrails and approaches. Maintenance activities are carried out where defects have been identified. **As required** – Reactive Maintenance
Renewals	Renewals works are undertaken as a result of the defects identified from the above inspection when a bridge components condition is beyond the scope of maintenance.



6.5.5 Civic and Cultural

This asset category incorporates a wide range of various memorials, statues, plaques, flagpoles and mapboards. The majority of these assets are minor in nature and are captured under the General Infrastructure asset category.

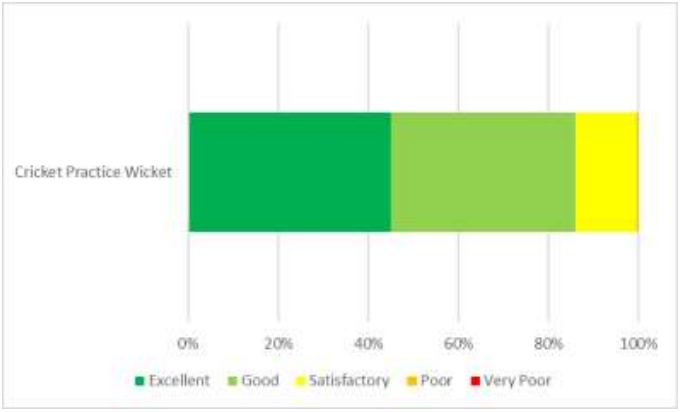
Asset Category	**Civic and Cultural**
Number of Civic and Cultural Assets	26
Maintenance Activities	**Annually** – Inspection of flag poles **As required** – Reactive Maintenance
Renewals	No renewals forecast



6.5.6 Cricket Practice Wicket

Cricket Practice Wickets are the playing surface for cricket nets. Constructed from concrete and synthetic turf, they require some maintenance such as line marking, conducted as a result of periodic inspections.

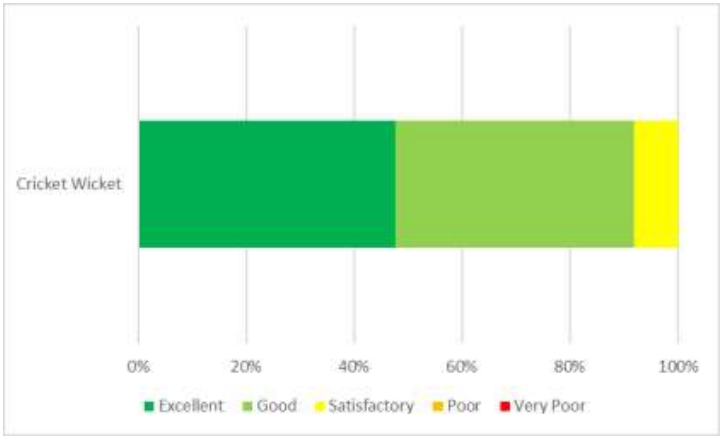
Asset Category	**Cricket Practice Wicket**
Number of Cricket Practice Wickets	30
Maintenance Activities	**Weekly** – Visual inspection as part of sportsground inspection **Annually** – Inspection and Linemarking **As required** – Reactive Maintenance
Renewals	Renewals works are undertaken as a result of the above inspection regimes.



6.5.7 Cricket Wicket

Council's synthetic and turf cricket wickets are heavily utilised through the summer sports season. The four turf wicket tables are subjected to wear and tear during the winter sports season, and so significant maintenance expenditure is required each year to restore these wickets to a condition that is acceptable for use.

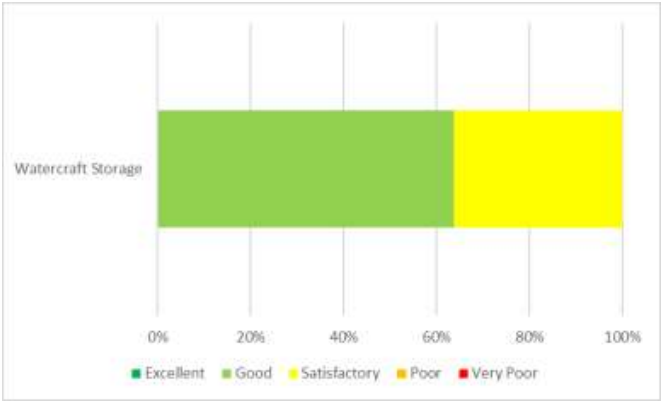
Asset Category	**Cricket Wicket**
Number of Cricket Wickets	52
Maintenance Activities	**Weekly** – Visual inspection as part of sportsground inspection **Annually** – Inspection when uncovered prior to summer season Prior to each summer sports season, Council performs maintenance on turf cricket wickets to restore them to a playable condition after the wear and tear of the winter sports season. Activities include: • Relaying of turf where required and Top dressing • Watering and Rolling **Biannually** – Linemarking **As required** – Reactive Maintenance
Operational Activities	Throughout the cricket season the wicket selected for preparation is rotated across the wicket table. Activities to prepare a wicket include rolling, mowing, watering, topdressing & line marking.
Renewals	At this stage no renewals have been forecast for the turf cricket wickets. This is due to the minimal impact that sport activities have on the soil profile of the wickets, ensuring the profiles continued good condition.



6.5.8 Watercraft Storage

Council has a number of watercraft storage sites available for the community. Located in close proximity to the marine environment, they are commonly constructed from timber and plastic to avoid corrosion issues.

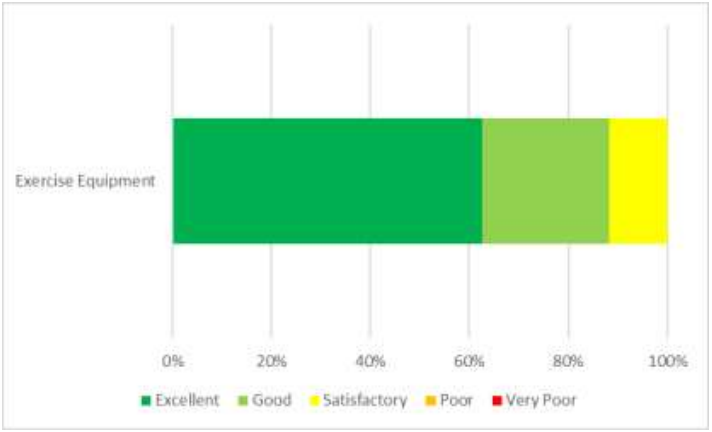
Asset Category	**Watercraft Storage**
Number of Watercraft Storage sites	9
Maintenance Activities	**Monthly** – Inspection, Clean and Repair
Renewals	Renewals works are undertaken as a result of the above inspection.



6.5.9 Exercise Equipment

Council has installed public outdoor exercise equipment in response to community requests and increased awareness of the benefits of physical health and fitness. This equipment generally utilises the user's bodyweight to provide resistance and develop muscle strength.

Asset Category	**Exercise Equipment**
Number of Exercise Equipment	11
Maintenance Activities	**Quarterly** – Included in Playground inspection Each of the exercise equipment facilities are constructed from durable, corrosion resistant materials. Despite not requiring planned maintenance activities they are included in Playground Inspections. **As required** – Reactive Maintenance They are also inspected on an As required basis to check that they are safe to use and have not been vandalised.
Renewals	No renewals of exercise equipment are currently planned. The useful life of exercise equipment is similar to that of playground equipment, with an expected life of between 15-25 years.



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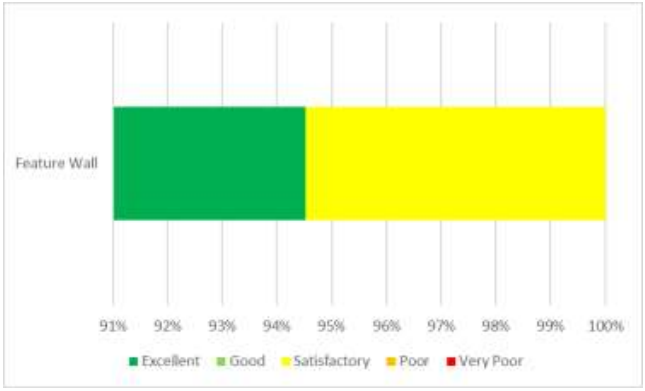
6.5.10 Feature Wall

Feature walls are walls which have a primary purpose other than that of acting as a retaining structure, for example kick walls for balls.

Asset Category	**Feature wall**
Number of Feature Walls	6
Length (m)	139
Maintenance Activities	As required Inspections.
Renewals	Renewals will be conducted as required when assets reach the end of their service life.

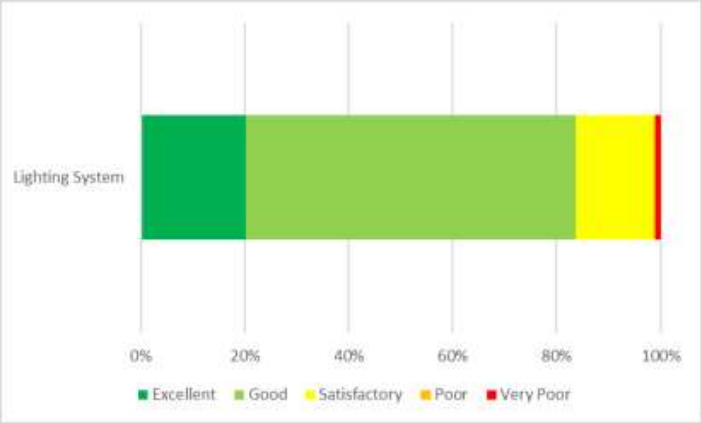


6.5.11 Floodlighting

Lighting systems can be found at sportsgrounds across the local government area as well as at high profile sites such as Dee Why Beach and East Esplanade, Manly. These systems make night time activities possible and as such provide significant recreational benefit to the community. Council's lighting systems allow sporting codes time to train well into the evening, extending the availability of the fields to meet increasing demand and convenient times for people to use them after school and work commitments.

Council's lighting systems are configured with a software package called E-state. This software allows for the remote activation of floodlights via mobile phone, giving sporting groups more control over when and what lights they want turned on, saving both energy and money.

Asset Category	**Flood Lighting**
Number of Systems	100
Maintenance Activities	**Annually** – Functionality Inspection Each year prior to the commencement of the winter sports season (February-March) each of the sportsfield lighting systems are tested to ensure that all the lights are working and lenses are clean. Lights due for replacement are also replaced at the time. The indicative life of the currently used metal halide floodlights is 8,000 hours. **4 year cycle** – Pole Inspection **As required** – Reactive Maintenance
Renewals	There is an Australian Standard for sports floodlighting provision which Council is progressively updating its systems to meet subject to funding; much of this is undertaken in financial partnership with the various sporting user groups. Council has commenced replacing metal halide sportsfield lighting with LED now that the technology is more affordable. LED lighting is standard for the renewal of smaller lighting systems. The benefits of LED lights over metal halide floodlights is their lifespan which can be up to 10 times longer, reduced electricity usage and carbon footprint (approximately 33%) and reduced maintenance costs.



6.5.12 General Infrastructure

This asset category includes a wide range of minor assets located within sportsground, reserve and foreshores areas. They are generally installed when the area is initially embellished, then replaced under maintenance as an individual asset fails.

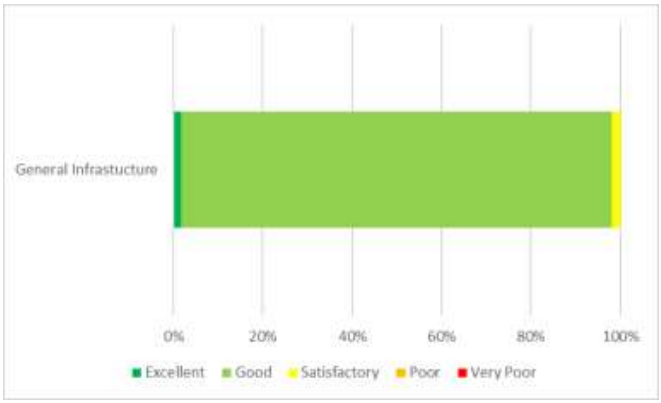
There is one general infrastructure asset allocated for each Council reserve, with its value being the sum of all infrastructure assets less than $10,000 that are within the reserve:

- Barrier
- Boat Ramp
- Bridge
- Furniture
- Edging
- Bike Rack
- Lights
- Pathway
- Retaining Walls
- Shelters
- Speaker
- Sports Infrastructure
- Steps
- Boardwalk
- Paved Area
- Viewing Platform
- Shower
- Tap
- Bubbler

Some of these asset types have been discussed in the sections prior in their own rights; the assets from these types that are under $10,000 in value are incorporated within General Infrastructure.

The reason for smaller assets to be included in general infrastructure is due to the low value of the individual assets, they are expensed through an operational budget when replaced and not renewed through a capital budget. The risks with these assets is less than assets of greater value (due to the smaller physical scale of general infrastructure assets), meaning that proactive renewal strategies are generally not required.

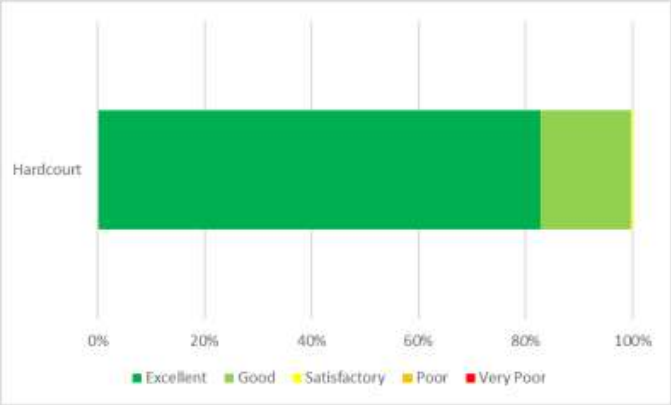
Asset Category	**General Infrastructure**
No.	616 (1 asset per reserve)
Maintenance Activities	**Biannually** – Timber furniture Oiling Timber furniture is oiled twice a year to improve weather resistance and to maintain the colour of the timber. **Annually** – Shower inspection Council engages a plumber to inspect each shower on an annual basis. The inspection looks for faults in the showers, with any identified faults being repaired. **Annually** – Sports Infrastructure inspection Cricket cages and synthetic wickets are inspected annually. The fencing, synthetic wicket and concrete run-ups are inspected, with required maintenance subsequently carried out. **As required –** Reactive Maintenance A significant amount of the maintenance associated with general infrastructure assets is reactive. These assets are generally maintained as a result or staff or community members reporting asset defects e.g. a bubbler that is not working.
Renewals	Renewal of General Infrastructure (less than $10,000) is undertaken as maintenance. The other case is when a reserve is renewed as a whole, for example lighting, path works, and sportsground works. General Infrastructure renewal works will be included in this project. This includes assets like fencing, edging and furniture.



6.5.13 Hardcourt – Netball / Basketball

Council's hardcourt facilities provide all weather surfaces for training and matches. These facilities are also used by the community for activities such as riding scooters, skateboards and bikes.

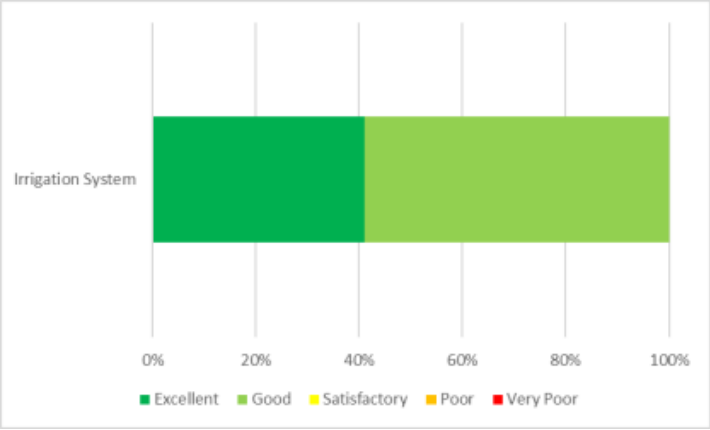
Asset Category	**Hardcourt**
Number of Sites	15
Number of Courts	51.5
Maintenance Activities	**Annually** – Court Surface Clean and Inspection The courts are inspected and pressure cleaned annually if required and prior to the netball season commencing. During the pressure cleaning, unsatisfactory areas of court surface are noted for repairs and maintenance is carried out as a result. Same for John Fisher Park, at biannual frequency **As required** – Reactive Maintenance
Renewals	Eight of the 24 courts in John Fisher Park (JFP) have been flagged for renewal due to them being located on former landfill. Natural subsidence of the ground shortens the useful life of the courts due to extensive surface cracking occurring over time. The condition profile below reflects that only 33% of the JFP complex is below a condition 1.



6.5.14 Irrigation System

Council's irrigation systems provide water for sportsgrounds as well as some high profile recreation sites. No two systems are exactly the same with all of them comprised of a variety of pipe layouts, tanks and water sources.

Asset Category	**Irrigation System**
Number of Systems	62
Irrigated Area (ha)	88.83
Maintenance Activities	**Biannually** – Minor Visual Inspection • Tank, pumps, controller and basic system operation • Field inspection - heads operating/adjusted correctly and at correct levels • Visual leaks **Annually** – Major Inspection • Inspect and test supply for correct operation • Tank, floats, filters and fittings for correct operation • Inspect and test pumps for correct operation • Inspect and test control panel and electrical for correct operation • Valves and solenoids for correct operation • Field inspection – heads operating/adjusted correctly and at correct levels • Visual leaks **As required –** Reactive Maintenance • Replacement of failed sprinkler heads • Repair failed valves and pipes • Repair failed pumps, bores and tanks



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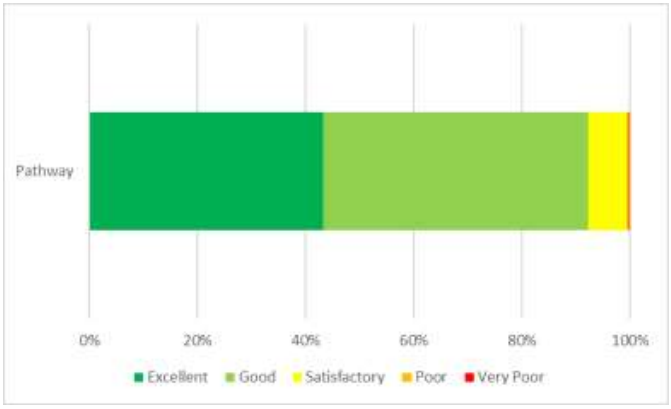
6.5.15 Pathway

Parks and Recreation manages a wide variety of path types made out of many different materials. Pathways vary from providing pedestrian access through parks, to large multi-use paths that provide wide thoroughfares for pedestrians and cyclists. Parks and Recreation pathways are important links between various urban and residential zones, providing an alternative means of accessing various parts of the Council area other than driving.

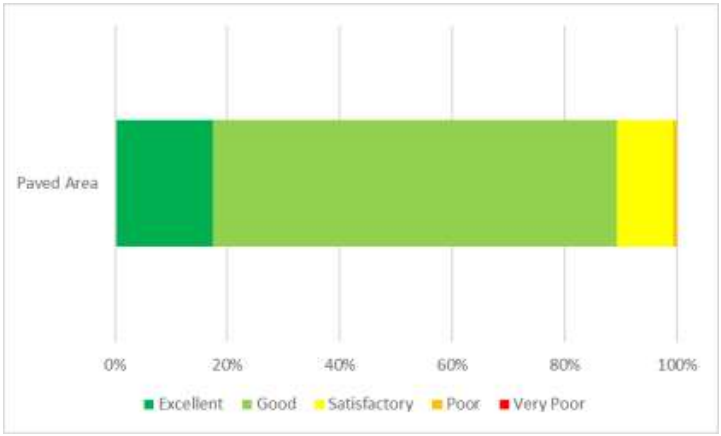
Asset Category	**Pathway**
Number of Pathways	503
Length (km)	84.7
Maintenance Activities	**Weekly** – Manly Dam Mountain Bike track **Quarterly** – Vegetation cutbacks (High Profile recreational areas) Walkthroughs are conducted in the high profile recreational areas to vegetation cutbacks. **Quarterly** – Inspections (High Profile recreational areas) Walkthroughs are conducted in the high profile recreational areas to detect any visible defects and obstructions. **Annually** – Vegetation cutbacks (Other recreational areas) **Annually** – Inspections (High Profile recreational areas Path surfacing - Biennially /Triennial frequency **Each 2-3 Years** – Crushed rock/gravel Path surfacing Susceptible to erosion and so require additional material to be added and compacted into the remaining path **As required** – Consultant Audits Mountain Bike track consultants are engaged to assess the various components of the track. These inspections provide maintenance and renewal suggestions. **As required** – Reactive Maintenance Periods of heavy rain and or use, can result in significant degradation of the track, especially on corners. Maintenance of the track is undertaken when its safety and useability have been compromised
Renewals	Sections of path that are degraded beyond the scope of maintenance to repair undergo renewal.



6.5.16 Paving

There are a number of large, paved areas that provide non-erodible surfaces for high traffic areas. They are made from materials such as concrete, pavers and asphalt resulting in differing service lives.

Asset Category	**Paving**
Number of Paved Areas	284
Area (sqm)	94,901
Maintenance Activities	**As required –** Reactive Maintenance Repairs are generally conducted when paved areas are observed to be damaged and pose a risk to people utilising the area. These issues are reported by staff and community members, and then inspected by a P&R maintenance delivery staff member who will ascertain the required works.
Renewals	A paved area is generally renewed when it has degraded to a point where sections that are too large to be managed effectively under maintenance are becoming unsafe. At the renewal point, aspects such as material choice are reviewed to ensure that the most durable yet aesthetically appropriate material is used while still remaining in accordance with Council's design standards.



6.5.17 Playground

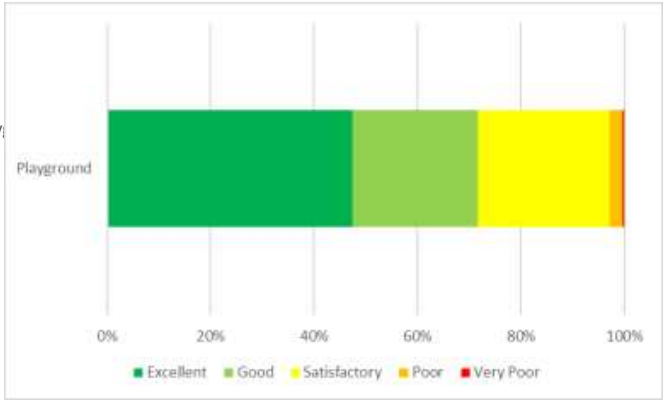
Parks, Reserves and Foreshores currently manage 252 playgrounds. The four categories are Regional, District, Neighbourhood and Local. These categories are developed on a catchment basis as detailed in the table below.

Playground Category	Definition
Regional	Has a catchment that extends beyond Northern Beaches Council boundaries. Services the local community, Northern Beaches residents and visitors from outside the LGA.
District	Services a wider catchment of residents within the suburb and visitors from neighbouring suburbs.
Neighbourhood	Caters for a localised catchment within 10 minutes walking time from residences.
Local	Services a highly localised catchment for residences within 10 minutes walking distance and may include limited equipment such as a swing.
Restricted Access	These playgrounds are within a community services complex such as a childcare centre.

There is great diversity in the style of playgrounds provided, however they all provide a space where children can challenge themselves physically and develop social skills. Playgrounds provide crucial opportunities for children to learn to identify and manage risks; these skills stick with children through to adulthood. Extensive community engagement occurs whenever Council renovates a playground. It is important to Council to deliver a playground that the surrounding community feels is a good fit for the space and that provides children with an engaging experience.

Asset Category	Playground
Number of Playgrounds	239
Maintenance Activities	**Weekly** – Inspection (Regional) Internal Inspections to identify any visible faults in the equipment and safety surface **Monthly** – Inspection (District) Internal Inspections to identify any visible faults in the equipment and safety surface **Quarterly** – Internal Inspection (Neighbourhood) **Quarterly** – Internal Inspection (Local) **Triennial** – External Audit The audit evaluates whether the playgrounds comply with Australian Playground Safety Standards and specifically assess entrapment and the condition of the soft fall surface. A list of maintenance activities with timeframes will be provided to Council to ensure compliance with Australian Standards. **As required –** Reactive Maintenance Notifications from community about broken equipment in playgrounds Council has two staff dedicated to maintain the playgrounds who undertake maintenance on our high usage playgrounds on a weekly basis

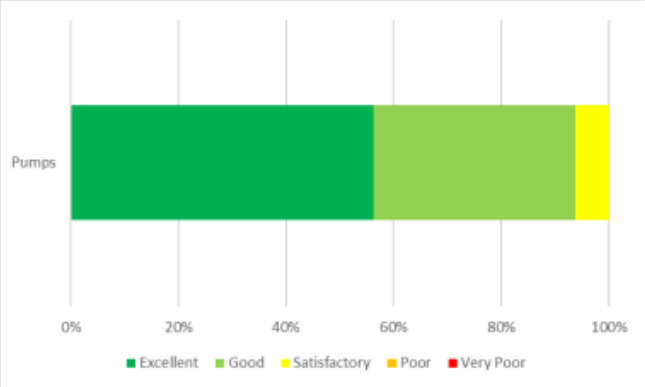
Renewals	Managed by combining the imperatives of Council's Open Space Strategy and playground condition. Over the last 5 years, Council has directed additional design resources into the development of its playgrounds. This has resulted in the latest generation of playgrounds being designed in such a way that they will not require complete renewals in the future. The goal is to move to component based renewals for playgrounds, rather than complete removal and replacements, which will result in cost savings.



6.5.18 Pumps

Pumps are used in Council's rockpools to help cycle the water into the pools, and also to fill the pool up after it has been drained for cleaning. The pumps are complex pieces of infrastructure situated in a very harsh environment and if not managed properly can cause significant downtime for the rock pool.

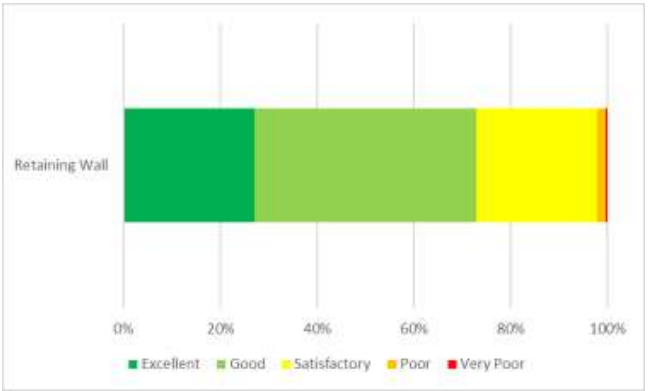
Asset Category	**Pump**
Number of Pumps	19
Maintenance Activities	**Weekly/Fortnightly** – Visual inspection and test **Annually** Annual rotation mechanical maintenance check to minimise unexpected failure. Sacrificial anode installation **As required** – Reactive Maintenance Council has a number of spare pumps to exchange for any pumps that fail.
Renewals	A new pump will be purchased if a pump fails to be repaired or has reached its useful life. One of the spare pumps will immediately replace the failed pump, so pool availability will not be impacted.



6.5.19 Retaining Wall

Parks and Recreation is responsible for many retaining walls that are located in and around public recreational space. These walls retain infrastructure such as roads, car parks, sportsgrounds and paths – making them vital assets in ensuring the continued provision of services to the community.

Asset Category	**Retaining wall**
Number of Retaining Walls	400
Length (m)	14,456
Maintenance Activities	**Risk Dependent Frequency** – Structural Inspection Visual inspections are carried out by staff, with any retaining walls that present visual concerns having a follow-up structural inspection. These structural inspections are done by qualified engineers, who then provide recommendations and timeframes for any maintenance activities that are required for the ongoing function of the retaining wall in question. **As required** – Reactive Maintenance
Renewals	Retaining wall renewals are a potential outcome of structural inspections. If the retaining wall has structural flaws that are beyond the scope of maintenance to correct, the resultant works become a renewal.



6.5.20 Rockpools

There are 15 rockpools of varying sizes (plus 2 children's pools and 1 stilling pool) along the Northern Beaches coastline that are managed by P&R. These rockpools are valuable recreational facilities, and are heavily utilised by local community members as well as many people from outside the area.

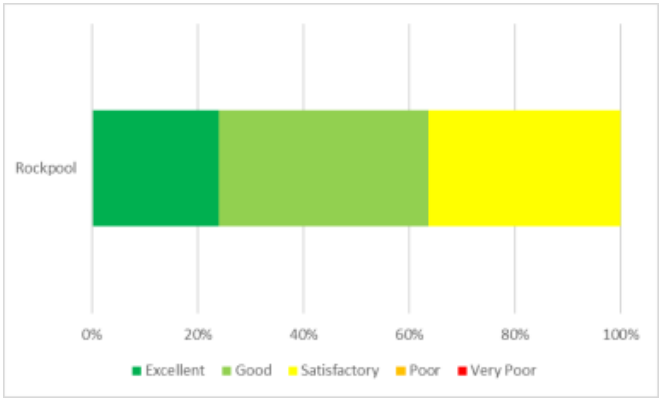
The rockpools are used throughout the year with peak use occurring over the summer months. The maintenance delivery team performs weekly cleaning during the swimming season however water quality varies according to tides, swell, water temperature and level of use.

All of the pools are cut into the bedrock of the coastal points on which they reside, with their concrete walls extending up from these excavated areas. The water is recycled through the use of pumps, which transfer sea water from the adjacent surf into the pool, pushing out the pool water through the scuppers. The only pools that do not have a pump are North Curl Curl, Newport, Mona Vale and Avalon; the reason for this is that the surf at this point on the coast can recycle the pool water without any mechanical aid.

Valves are installed at each of the pools allowing the pools to be drained dry so they can be cleaned and maintained.

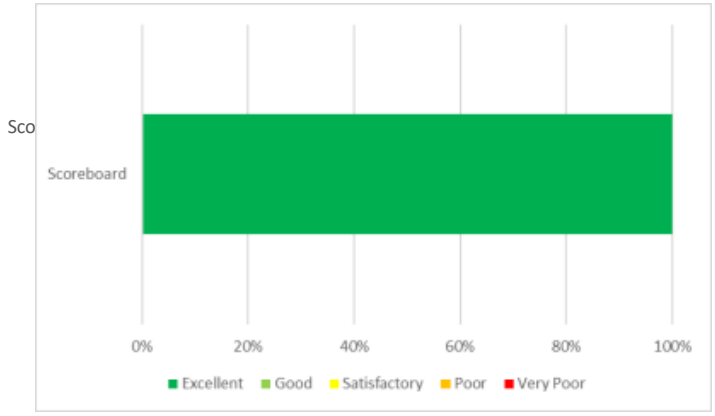
There are currently four rockpools that require ongoing maintenance and significant renewal works is required and there is no funding currently available to undertake the works. This is described further in Section 5 – Unfunded Programs

Asset Category	**Rockpool**
Number of Rockpools	15
Maintenance Activities	**Weekly** – Visual Inspection Visual inspections to identify defects for example concrete deterioration, loose handrails and slippery surfaces. **Weekly/Fortnightly** – Pressure wash and chemical clean The Rockpools are cleaned weekly during swimming season. Outside of swimming season the rockpools are cleaned fortnightly aside from North Curl Curl which is cleaned as required. **Annually** – Valve Maintenance Visual inspection to identify defects Valve spindles are greased yearly to ensure they continue to open easily. **Biennial** – Internal Staff Condition Review **As required** – Reactive Maintenance **Risk Dependant Frequency –** Consultant Structural Inspection **Pump Maintenance** This is addressed under the Pump asset information.
Renewals	Minor renewals are forecast, including actions such as concrete patching and railing replacement.



6.5.21 Scoreboard

Asset Category	Scoreboard
Number of Scoreboards	5 (1 capitalised): Rat Park, Weldon Oval, Manly Oval, Brookvale Oval and Melwood Oval
Maintenance Activities	**As required** – Reactive Maintenance Reactive maintenance is conducted As required as well as when community member's inputs, after inspection, are deemed as relevant and request repairs to be done
Renewals	None planned at this stage.



6.5.22 Seawalls

There are a number of seawalls along the coastal areas of the Council which help prevent beach and foreshore erosion. These walls protect recreational space from high tides and prevent bank scouring and associated contamination of waterways.

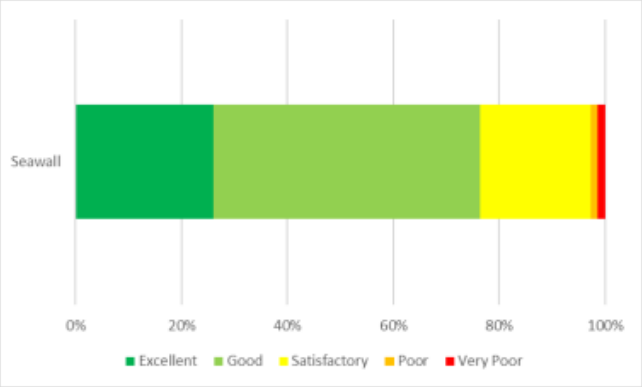
Not all council assets impacted by coastal hazards will be protected by coastal protection works. Works will only be constructed if identified in adopted policy or strategy of council and/ or in cases where the asset owner considers that protecting the asset has a public benefit or is necessary to ensure public safety.

The 2022 storm event caused significant structural damage to the Queenscliff beach seawall. To undertake the renewal and fortification works Council requires 6 million dollars of funding to be allocated to this project.

New seawalls have been identified for Collaroy-Narrabeen Beach to protect a number of public assets including council reserves, road ends and South Narrabeen Surf Club. These works are being carried out in accordance with the CZMP for Collaroy-Narrabeen Beach and Fishermans Beach (in particular Action H6), relevant legislation and policies. Works will need to be designed and sited to meet the requirements of relevant legislation, CZMPs/CMPs & policies and may include revetments, hybrids and/or seawalls depending on the specific specialist advice for each site.

Asset Category	**Seawall**
Number of Seawalls	170
Length (m)	12,850
Maintenance Activities	**Various frequencies –** Structural Inspections Visual inspections are carried out by staff, with any retaining walls that present visual concerns having a follow-up structural inspection. These structural inspections are done by qualified engineers, who then provide recommendations and timeframes for any maintenance activities that are required for the ongoing function of the retaining wall in question. Works will be maintained in accordance with their design and performance requirements. This will include inspections following coastal storms that expose the works to damage followed by repair if required. Repairing works will consist of actions required to restore the works to their approved design.
Renewals*	Seawall renewals are a potential outcome of structural inspections. If the seawall has structural flaws that are beyond the scope of maintenance to correct, the resultant works become a renewal. The works will be renewed or replaced at the end of their design life or when damaged to the extent that actions greater that routine maintenance are required to ensure the ongoing performance of the works.

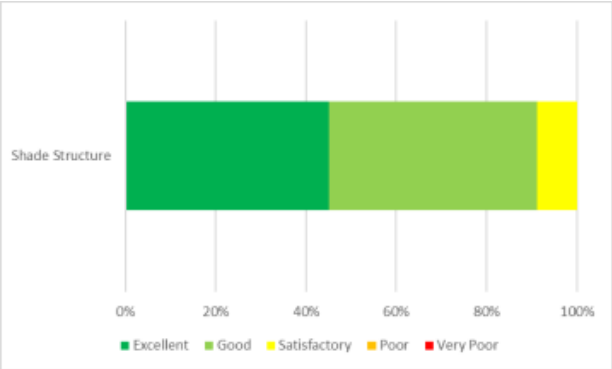
*It is likely that most coastal protection works will need to be modified beyond their initial design to accommodate the impacts of climate change, including sea level rise. As there is a high degree of uncertainty around future sea level it is prudent to design new coastal protection works to current standards and allow for modification to the design at the end of the design life.



6.5.23 Shade Structure

Shade structures are installed in locations such as playgrounds to provide additional protection from the sun.

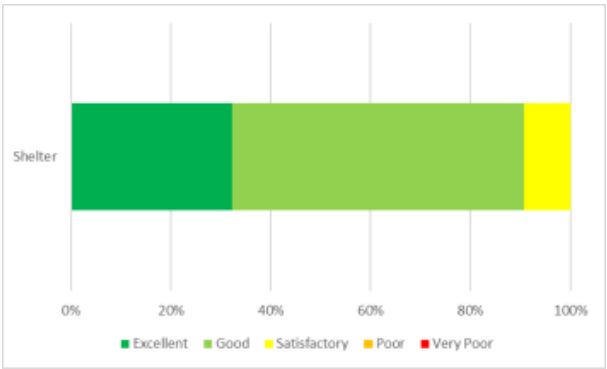
Asset Category	Shade Structure
Number of Shade Structure	100
Area (sqm)	9,039.77
Maintenance Activities	**Annually** – Inspection Shade sails are inspected as part of scheduled playground inspections. Maintenance activities that generally occur for shade structures from these inspections include cleaning of shade sail fabric to remove algal growth, and patch repairs of shade sails where tree branches create puncture holes in the shade sail. **Annually** – Pressure Wash
Renewals	There are no renewals of shade sails planned at this time. Generally the shade sail may be replaced; however this tends to be undertaken as maintenance due to the cost being less than $10,000. Future renewals of playground shade structures may be tied in with condition audits or playground renewals based on the following criteria: • Changes are required to where shade is required in the playground footprint, • Shade sail nearing the end of its useful life.



6.5.24 Shelter

Shelters provide weather protection in reserves. The other smaller shelter assets are included in General Infrastructure. The most common make up of these shelters is a timber frame with a steel roof.

Asset category	**Shelter**
Number of Shelters	110
Maintenance Activities	**Biennially** – Inspection The shelter assets are inspected for deterioration and required maintenance. **As required** – Reactive Maintenance
Renewals	No renewals of shelters are currently planned.

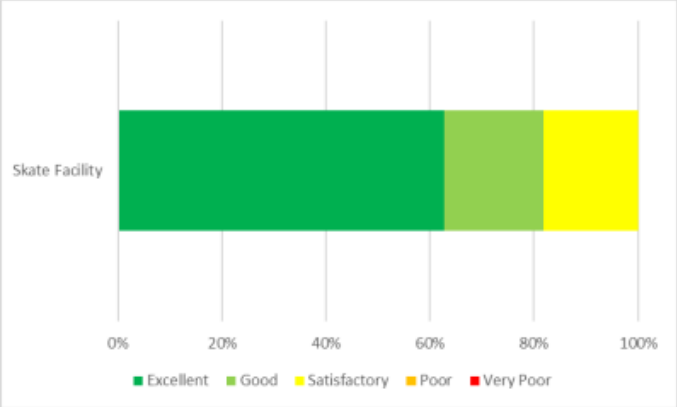


6.5.25 Skate Facility

Skate facilities are important pieces of infrastructure to the community, particularly catering for the youth age bracket. These facilities provide great opportunities for physical exercise, social interaction and development of important skills such as risk identification.

Asset Category	**Skate Facility**
Number of Skate Parks	10

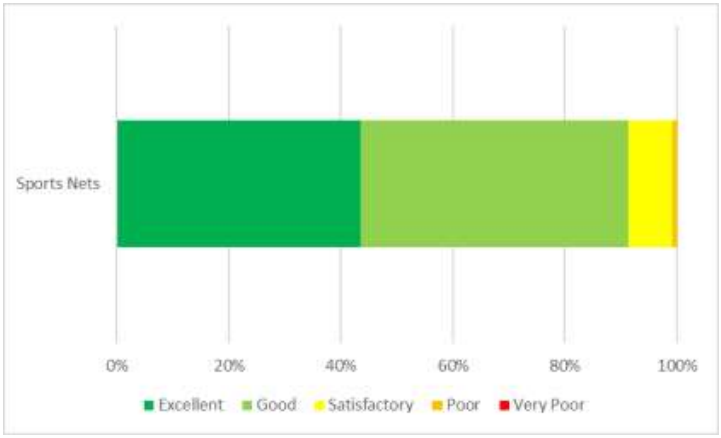
Maintenance Activities	**Quarterly** – Inspections included in playground inspection (North) **Annually** – Skatepark specific inspection **As required** – Reactive Maintenance Inspections are carried out to identify any structural deterioration of the facilities on an As required basis. Reactive maintenance is carried out to ensure the facility is safe to use.
Renewals	The skate park at Kierle Park is scheduled for renewal.



6.5.26 Sports Net

Council provides sports nets to fulfil a variety of roles, including practice facilities and ball protection. Commonly constructed from chainwire, they are periodically inspected and maintained to ensure their functionality.

Asset Category	**Sports Net**
Number of Sports Net	61
Maintenance Activities	**Annually** – Visual Inspection **As required** – Reactive Maintenance Reactive maintenance is carried out to ensure asset in functional
Renewals	Renewal or replacement of sports nets are conducted as a result of visual inspection.



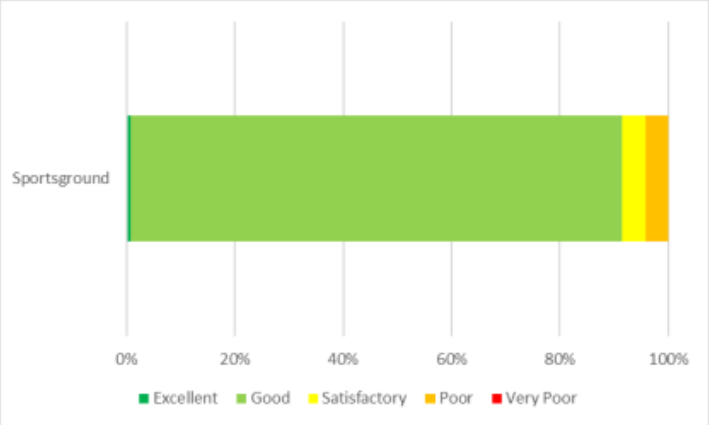
6.5.27 Sportsgrounds

Council manages 60 sportsgrounds which are utilised by various sporting clubs for organised competitions. These areas are also available for use by the community when not already booked.

Eighteen of the sportsgrounds are located on former landfill sites. These present unique challenges in both the management of gases and chemicals within the soil and also the quality of the playing surface. Management of these sportsgrounds involves a number of environmental checks and protocols to ensure that they are environmentally safe and safe for recreational use.

Many of the sportsgrounds are located in low lying areas and serve as stormwater detention basins to prevent flooding of private property during storm events.

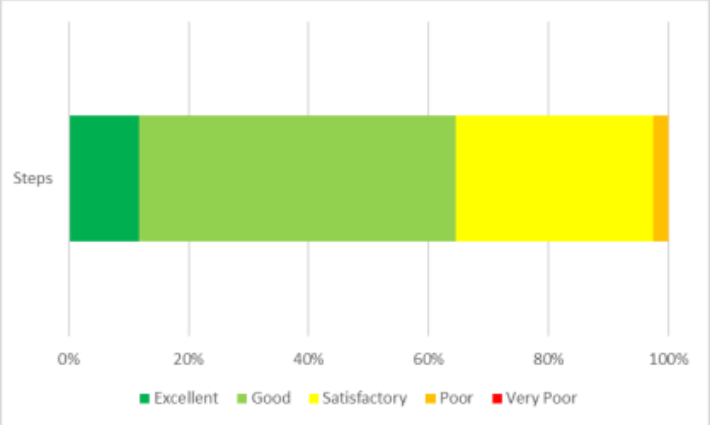
Asset Category	**Sportsground**
Number of Sportsgrounds	60
Area	1,113,776
Maintenance Activities	**Weekly** – Mowing (Summer – SEP to MAR) **As required** – Mowing (Winter – APR to AUG) **Triannually** – Fertilising Fertilising in Autumn, late Winter and spring to boost grass growth and minimise areas that require returfing as a result of the winter season. **Biannually** – Aeration (twice a year) **Annually** Weed (Herbicide spraying of broadleaf weeds) and Pest Control (Pesticide spraying) and Top Dressing **Annually/Biennially** Soil testing to ensure nutrient balance **As required** – Reactive Maintenance Returfing worn areas as required.
Renewals	Sportsground renewals occur when an ovals surface deteriorates to a point where it can no longer provide a useable playing surface or becomes hazardous to users based on the levels of service outlined in the Generic Sportsground Plan of Management. Sportsground renewals involve reconstructing the sub base of the oval, lessening soil compaction and improving the soil profile to encourage turf growth. Partial renewals of heavily used sections of a sportsground are sometimes undertaken. An example of this is goal boxes on soccer pitches, which experience a higher level of use than other areas of the pitch. These renewals return the deteriorated section back to the condition of the rest of the field.



6.5.28 Steps

Steps are a common part of Council's open space pathway connections. Stairs are often employed in situations where they are providing access across otherwise impassable terrain such as steep slopes or cliff faces. If not maintained correctly they can pose significant risk to users due to the potential fall heights involved.

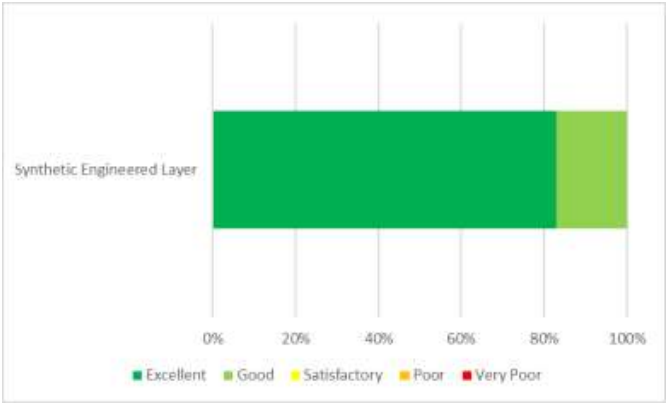
Asset Category	**Steps**
Number of Steps	349
Length (m)	4,308
Maintenance Activities	**Monthly** – Cleaning of steps in Pittwater **Biannually** – Inspection Inspections of stairs in highly used areas such as promenades, beach access points and viewing spots. **Risk dependent Frequency** – Timber structures inspection **As required** – Reactive Maintenance
Renewals	Renewals are undertaken on stairs where Council staff have identified that the structure is nearing the end of its service life and requires significant work/replacement to ensure its continued service. As mentioned above a proactive stair inspection program needs to be developed, from which future renewal works can be planned



6.5.29 Synthetic Sportsfield - Engineered Layer

The Engineered layer of a synthetic pitch is the sub-base and is comprised of a mix of well-graded material that is designed to provide an evenly graded surface for the wearing layer to be placed on, while at the same time conveying stormwater quickly through its profile into the drainage infrastructure at the edges of the field.

Asset Category	**Engineered Layer**
Number of sites	4
Maintenance Activities	None
Renewals	Minor depression remediation. Would be undertaken at the same time as a wearing layer renewal.



6.5.30 Synthetic Sportsfield - Wearing Layer

Council currently manages four synthetic sportsfields. Synthetic fields provide a surface that can be played on in all weather conditions without any damage occurring to the surface. The expected life of a synthetic surface is approximately 65 hours per week over a projected 10 year life span.

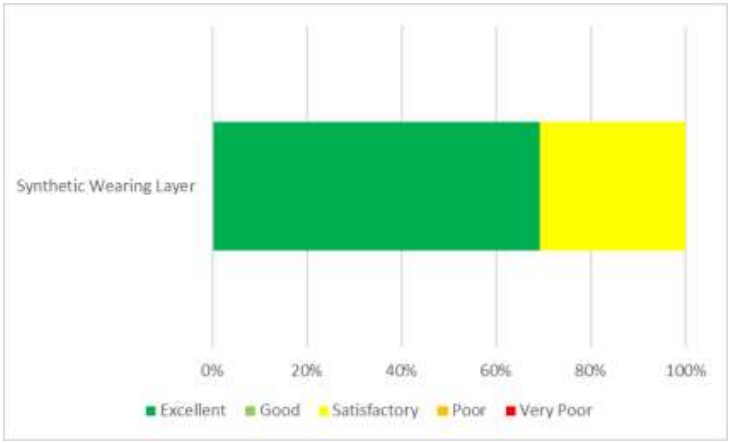
The synthetic pitches are designed to handle high intensity rain events quickly absorbing the rainwater through the pitch subgrade, and directing it into the stormwater system.

The wearing layer can range from 30-70mm in length and has layers of sand and rubber infill through

the synthetic grass, which provides cushioning for players without hampering water infiltration. The free grass height is generally 20-30mm.

There is an increase in community demand for more synthetic field conversions. The cost to Council to undertake these conversions is expensive and there is no budget available at this time.

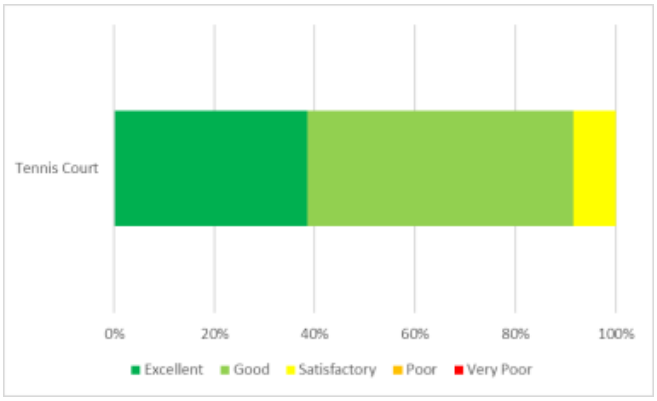
Asset Category	**Synthetic Wearing Layer**
Number of Sites	4
Area (sqm)	81,216
Maintenance Activities	**Fortnightly** – Minor service by staff Surface groom (sweeping rubber infill and removing foreign material) and rubber infill top up in high wear areas, e.g penalty spots **Fortnightly** – Minor service by contractors Surface groom (sweeping rubber infill and removing foreign material) and rubber infill top up for the entire layer **Biannually** – major service More focused and deeper grooming regime of the playing surface including cleaning infill **As required** – Reactive Maintenance Occasionally a small section of the wearing layer will be damaged through general use. The main area of damage is around the penalty spot of the goal boxes. When this occurs, the remaining sand and rubber infill is blown off the damaged pile section, the section is then removed and a new section is installed and sewn into the surrounding pile, fresh infill is then applied to the new section of pile.
Renewals	The wearing layer is rated by the manufacturer to last a minimum of 10 years with similar products expected to last 12-13 years. When the wearing layer has reached the end of its service life it will need to be completely replaced. The engineered layer lasts much longer and depending on the quality of construction and the latent ground conditions it may achieve a service life of up to 100 years.



6.5.31 Tennis Court

Parks and Recreation manages one tennis court at Collaroy Plateau. The remainder of the tennis courts are managed by the Property Unit via lease agreements with the various tennis clubs.

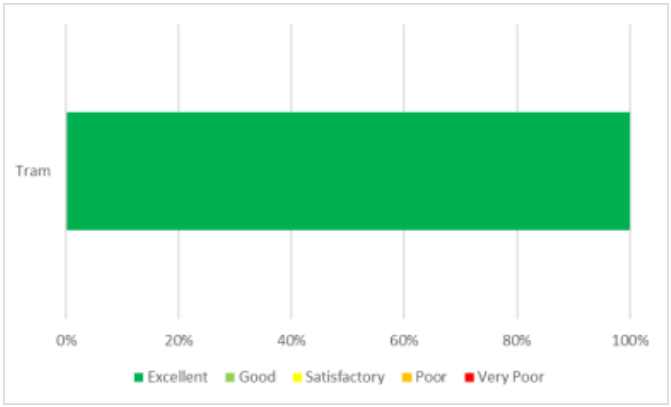
Asset Category	**Tennis Court**
Number of Tennis Courts	83
Maintenance Activities	**Quarterly** – Collaroy Plateau Court Inspection P&R replaces the net at Collaroy Plateau and remarks the lines when required Tennis court's maintenance is managed by facilities and/or the tennis clubs via lease agreements. Maintenance and operations costs for these courts are outlined in the Buildings' AMP.
Renewals	No renewals programmed at this time.



6.5.32 Tram

Council refurbished an original tram from the historical tram line that ran through the Northern Beaches. This tram takes pride of place at the Tramshed community centre in Narrabeen.

Asset Category	**Tram**
Number of Trams	1
Maintenance Activities	**Weekly** – General maintenance The local Mens Shed who restored the tram have taken ownership of its maintenance.
Renewals	No further renewal works are planned for the tram.

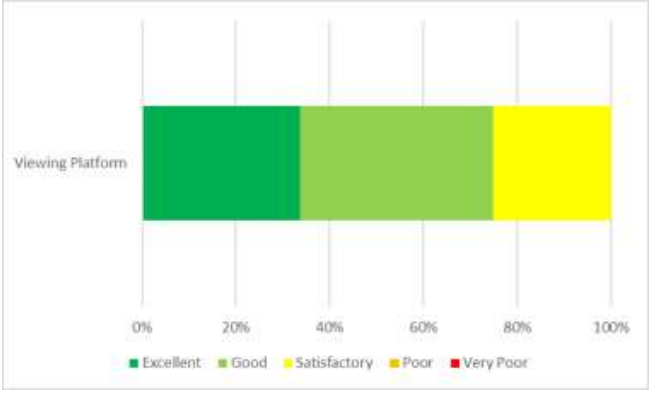


6.5.33 Viewing Platform

Viewing platforms provide vantage points for the community to enjoy the great natural landscape that is on offer in the Northern Beaches. They are often located along the coastline and so like boardwalks, endure harsh environmental conditions.

Asset Category	**Viewing Platform**
Number of Viewing Platforms	38
Maintenance Activities	**Annually** – Timber oiling Many of Council's viewing platforms are constructed out of hardwood timber. To prolong the life of the timber it is oiled annually, which helps to protect the timber from weathering and colour fading. **Risk dependant frequency –** Timber structures inspection Structural assessments are carried out to inspect the bearers and joists of the platforms, with maintenance recommendations provided if required.

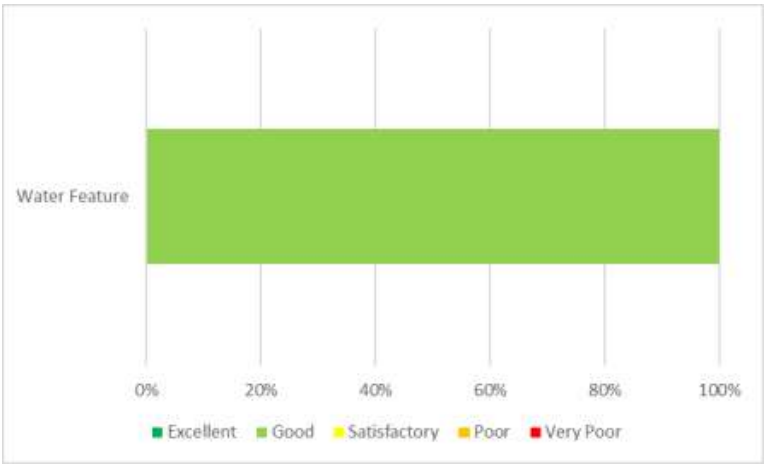
Renewals	Renewals of safety platforms are primarily driven by managing the potential risk to users. Renewals of the viewing platforms occur when structural assessments recommend structural works beyond the scope of maintenance to ensure the continued service of the viewing platform in question.



6.5.34 Water Feature

Water features provide great aesthetic benefits to high profile commercial centres as well as important play elements in the case of Walter Gors Park in Dee Why. Water features do need to comply with strict water quality guidelines as prescribed by NSW health.

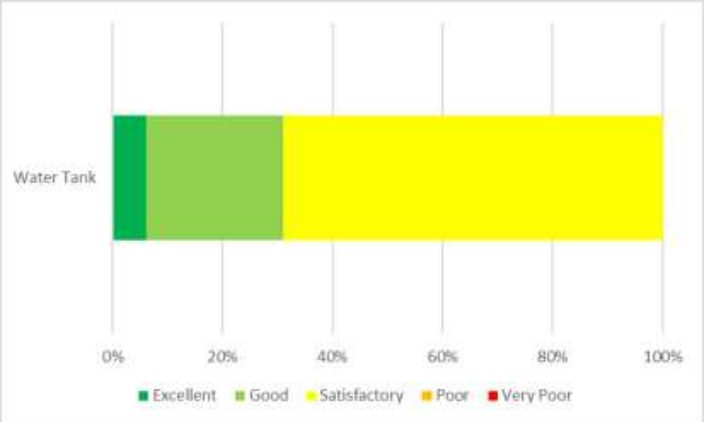
Asset Category	**Water Feature**
Number of Water Features	3 (2 capitalised)
Maintenance Activities	**Twice daily** – Chemical testing Walter Gors Park in Dee Why **Weekly** – Chemical testing Redman Road in Dee Why and The Corso in Manly



6.5.35 Water Tank

Water tanks are significant components of Councils irrigations systems and so have been componentised into individual assets. The majority of the tanks store bore water which is then used for the irrigation of Councils natural turf sportsgrounds.

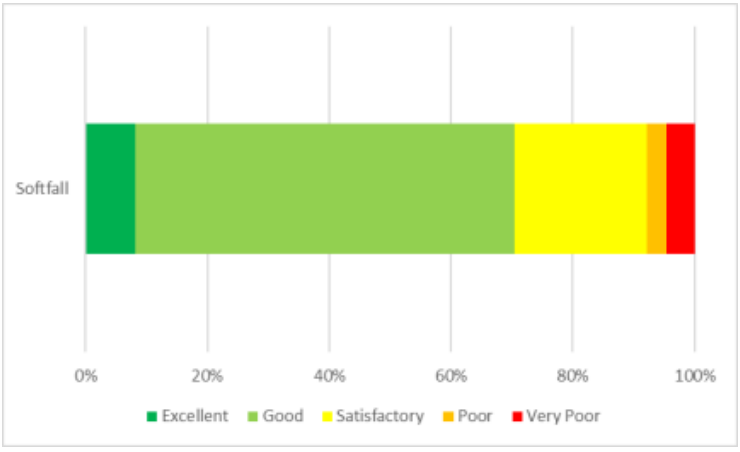
Asset Category	**Water Tank**
Number of Water Tanks	42
Maintenance Activities	**Annually** – Inspection Addressed in the irrigation system section.
Renewals	Water Tanks are often renewed at the same time as an irrigation system, especially if a system requires additional storage capacity.



6.5.36 Softfall

Softfall surfaces are present in many of Council's 252 playgrounds. to provide a safe and enjoyable experience when engaging in physical activity. Softfall is made up of varying materials, however, overall has a short lifecycle of 10 years. Consequently, Council has taken a component approach and separated the softball from the playgrounds when maintaining and renewing softfall assets.

Asset Category	**Softfall**
Number of Softfall Areas	125
Area (sqm)	21,586
Maintenance Activities	**Weekly** – Inspection (Regional) Internal Inspections to identify any visible faults in the surface **Monthly** – Inspection (District) Internal Inspections to identify any visible faults in surface **Quarterly** – Internal Inspection (Neighbourhood) **Quarterly** – Internal Inspection (Local) **Triennial** – External Audit The audit evaluates whether the softball surface complies with Australian Playground Safety Standards and assess the condition. A list of maintenance activities with timeframes will be provided to Council to ensure compliance with Australian Standards. As required – Reactive Maintenance Notifications from community about damaged Softfall surfaces Council has two staff dedicated to maintaining the playgrounds who undertake maintenance on our high usage playgrounds on a weekly basis which includes the Softfall
Renewals	Renewal or replacement of softfall surfaces are based on condition as a result of regular inspections and the triennial audit.



northern beaches council

Stormwater Asset Management Plan 2024



Document Control			
		TRIM REFERENCE NO.	2024/168625
Approval Authority	Strategic Asset Management Panel	**Date of First Approval**	17 April 2024
		Next Review Due Date	30 June 2025

Action	**Responsible Officer/s**
Prepared by	Team Leader, Stormwater Operations & Planning

Reviewed by Asset Managers and Finance	Manager, Stormwater & Floodplain Engineering Team Leader, Financial Planning & Assets Manager, Asset Strategy & Planning
Reviewed by Asset Owner	Executive Manager Environment & Climate Change
Reviewed by Finance	Executive Manager Financial Planning & Systems
Reviewed by Asset Director	Director Environment & Sustainability
Approved by	Strategic Asset Management Panel (SAMP)

Rev No.	Date	Changes	Author/Approver
Draft	16/4/2024	First draft for final review	Team Leader, Stormwater Operations & Planning
V1.0	17/4/2024	Endorsed by Strategic Asset Management Panel Recommended to Council for public exhibition	SAMO

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1. LIFECYCLE MANAGEMENT PLAN

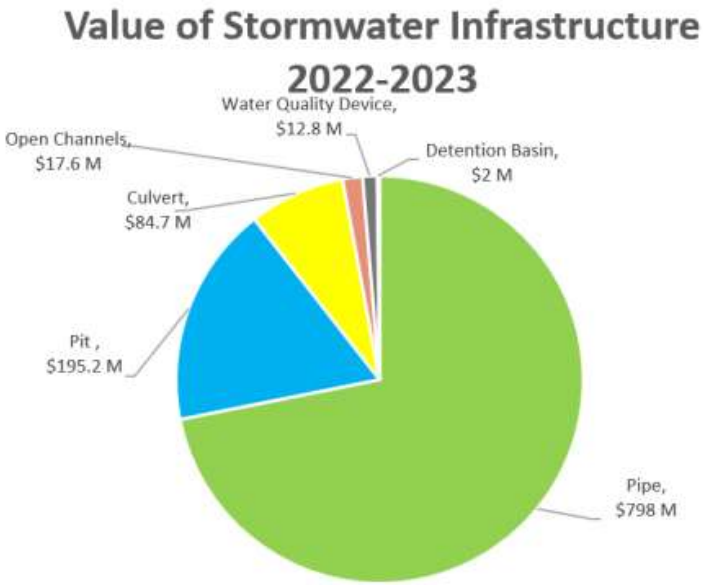
1.1 Stormwater Assets Overview

The assets covered in this Stormwater Asset Management Plan include the stormwater assets shown in Table 1. Further details on these assets are in Section 1.6.

Table 1 Stormwater Infrastructure Assets

Asset Category	Physical Parameters	Dimensions
Pipes	25,010	592 km
Pits	27,722	-
Culverts	778	13 km
Open Channels	546	32 km
Detention Basins	1	-
Water Quality Devices	257	-

Figure 1 Gross Replacement Cost of Stormwater Infrastructure Assets



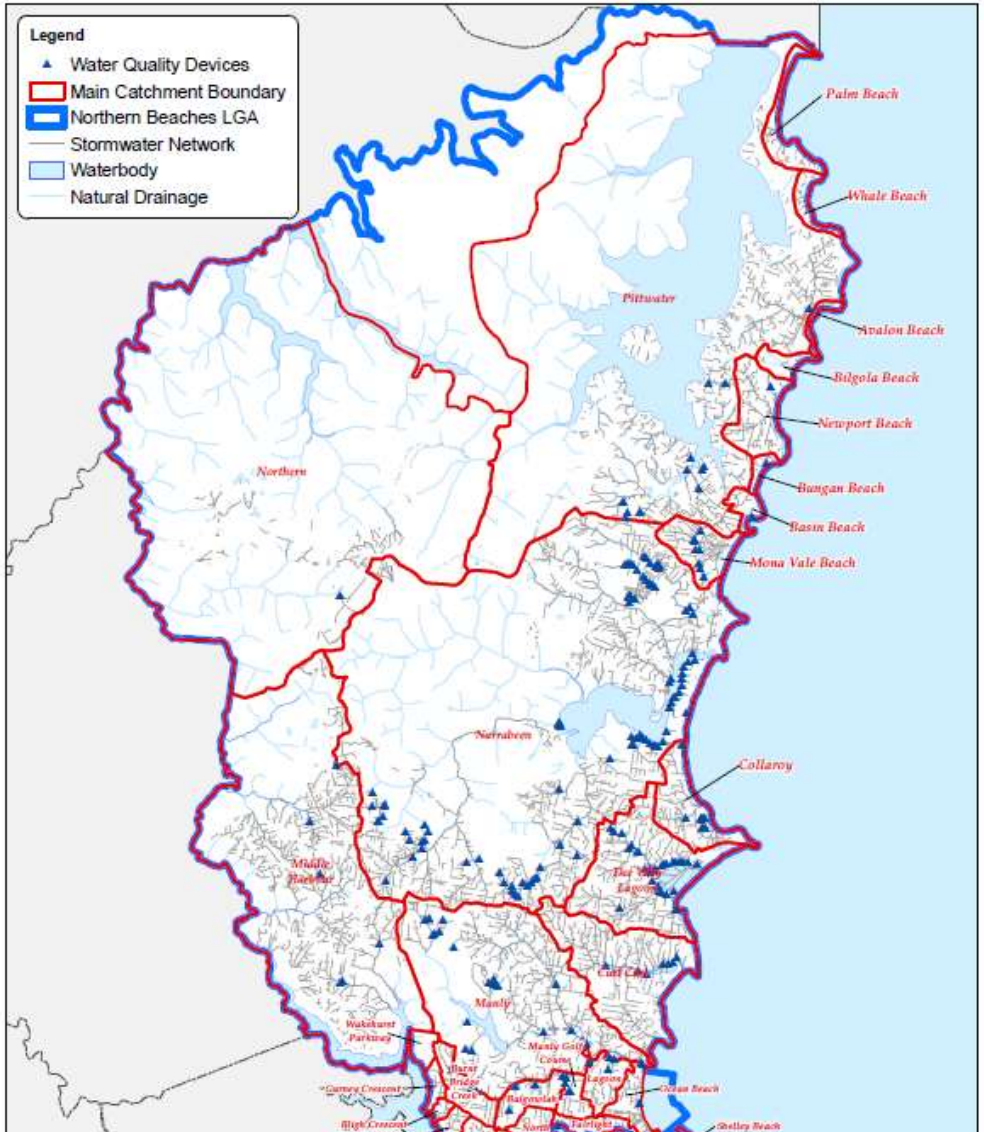
Northern Beaches Council's Environment and Climate Change Business Unit manages public stormwater assets which includes both built and natural assets. Council's stormwater infrastructure consists of pipes, pits, culverts, open channels, detention basins and water quality devices, totalling over $1 billion of assets as shown in

Figure 1.

1.2 Stormwater Catchments

Council's stormwater drainage infrastructure covers over 38 catchments. 19 of these sub-catchments drain to 5 coastal lagoons with the remainder draining directly onto the beaches or into Pittwater Estuary, Broken Bay, Middle Harbour or Sydney Harbour. These catchments and extent of drainage infrastructure are shown on Figure 2 below.

The sizes of these catchments vary considerably. For example, the largest catchment is Pittwater with an area of 6295 ha and the smallest catchments are Bligh Crescent and Little Manly Cove which both have an area of 18 ha. However, the extent of stormwater infrastructure within a catchment is not necessarily proportional to its size. For example, the Northern catchment is one of the larger catchments, but it contains very little built stormwater infrastructure due to its low level of development.

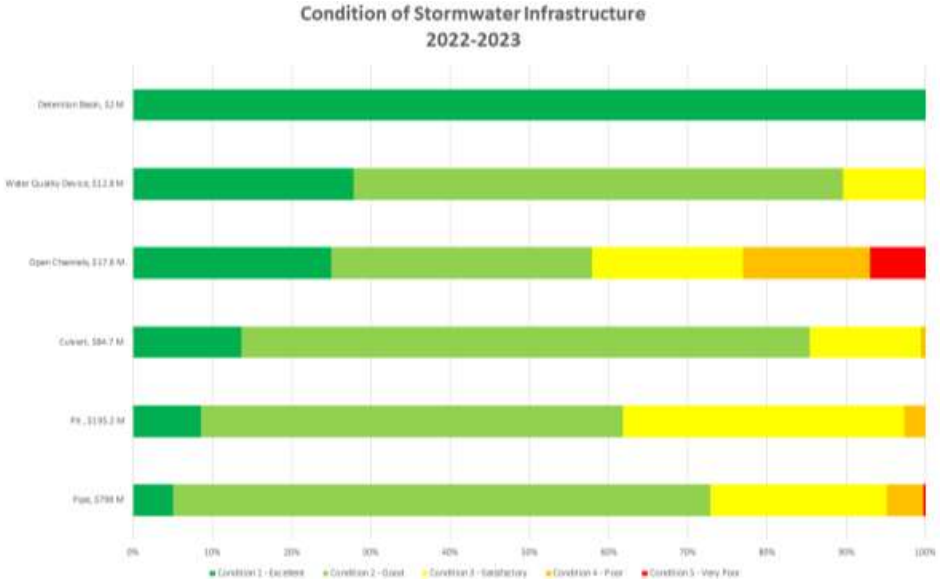

Legend
Water Quality Devices
Main Catchment Boundary
Northern Beaches LGA
Stormwater Network
Waterbody
Natural Drainage
Palm Beach
Whale Beach
Pittwater
Avalon Beach
Bilgola Beach
Newport Beach
Northern
Bungan Beach
Basin Beach
Mona Vale Beach
Narrabeen
Collaroy
Middle Harbour
Manly
Wakehurst Parkway
Ocean Beach
Shelley Beach

1.3 Asset Condition

Condition assessments are technical inspections carried out to evaluate the physical state of our infrastructure assets. The condition data helps inform both our maintenance and long-term planning of our assets' renewal needs.

Our condition methodology is outlined in Section 1.8. We have adopted an advanced asset management approach, using a 1-10 rating system for assessing the 'Technical Condition' of our assets, which aligns to the NSW Office of Local Government's (OLG) *Report of Infrastructure Assets* 1-5 condition rating scale (as shown in Section 1.8). Figure 3 shows the condition of council's stormwater assets as of 30 June 2023.

Figure 3 Condition of NBC Stormwater Assets



1.4 Stormwater Condition Data

Approximately 26% of the stormwater pipes network has a known condition rating, that has been inspected in the field. For the purpose of the OLGs *Report of Infrastructure Assets*, all assets must have a condition rating. Where the condition is unknown, condition rating 2 is used because the lower rated 'poor' condition assets often display obvious characteristics that make them noticeable, for example they can have an indirect impact on other assets such as high

moisture content in road pavement. Future improvements include using the 26% observed pipe condition data to reassess the current condition distribution across the network.

There are still known deficiencies in the stormwater asset data across the Northern Beaches, which affects the confidence level of this asset class. Data deficiencies include condition of underground pipes, exact locations of pipes / pits etc. The extent of deficiency varies from catchment to catchment and is particularly apparent in the older catchments. Where on-site validation has not yet occurred for specific stormwater assets, spatial alignment based on aerial photography has been used where appropriate. Table 2 estimates the confidence of the data across the stormwater assets.

Because these assets are underground, and exact alignment is not visible through aerial mapping or field inspections, the collection of this data is expensive and time consuming. Council has an ongoing data collection and verification program to improving the quality of the stormwater asset data, based on asset criticality and has an annual allocation of funding to enable this.

Table 2 Stormwater Asset Data Confidence

Asset type	Attributes	Data confidence / field validation
Pipes	Spatial, attributes and condition	26%
Pits	Spatial, attributes and condition	18%
Culverts	Spatial, attributes and condition	53%
Open Channels	Spatial, attributes and condition	3%
Detention Basins	Spatial, attributes and condition	100%
Water Quality Devices	Spatial, attributes and condition	54%

1.5 Asset Capacity and Performance

Our Condition Assessment tools and practices are building from our core level of condition assessment to an advanced level of Asset Management, and will incorporate asset function and capacity reporting capability, as described in our asset improvement action plan. These attributes respectively assess an asset's ability to cater for the level of use it is subjected to and an asset's compliance with Australian standards and construction requirements. We are adopting a staged implementation for incorporating these into our asset inspection and monitoring processes.

Asset capacity and performance of the stormwater network is determined and evaluated in various ways. Some of the flood studies carried out at a catchment level have determined the flows through the piped network system and also the overland flows where the network does not have the capacity to contain these flows. To date, only a limited number of these flood and overland flow studies have included the pipe network.

Council has a reactive stormwater renewal program which deals with stormwater related customer requests, commonly localised flooding issues. These issues are investigated, assessed, prioritised and any remedial works carried out on a priority basis. The remedial works often involve investigations into the capacity of the local network.

The above-mentioned asset capacity and performance data is currently stored in either Council's document management system (TRIM) or contained in models. Future improvements include storing these data against the assets in the asset register.

1.6 Acquisition and New Assets

New assets are those that did not previously exist, or works have resulted in an upgrade or improvement to an existing asset beyond its existing capacity and/or function. New and amplified stormwater assets are required to meet the community's expected levels of service.

Increasing Council's stormwater infrastructure portfolio results in an increase in operational and maintenance requirements, which if unfunded, may result in a reduction in service levels or lead to an operational and maintenance budget shortfall.

New assets can arise through:

- Construction works funded through Council as per the adopted Delivery Program, funded through Council funds, grants, developer contributions, sale of assets/land,
- Construction of infrastructure gifted to Council from developers,
- Infrastructure gifted to Council from other bodies, such as the State Government,
- Recommendations from Flood Risk Management Studies and Plans (FRMS&P),
- Growth and land development which generally results in assets being gifted to Council at no initial acquisition cost,
- Environmental needs,
- Climate change – increasing intensity and frequency of rainfall events,
- Localised flood mitigation work driven by customer requests, and
- Plans of Management for parks and reserves, which may authorise additional playing fields, hard surfaces, buildings etc.

Whilst increases in population are a major driver for new assets in most other asset classes, this growth for new stormwater assets is generally developer-based and not purely population increase.

A prioritisation process for selecting new and amplification stormwater projects is utilised to assess risk, benefit / cost and prioritise any proposed new works.

Our LTFP Funded 10-year capital new works program is shown in Table 3 below. Details of this program can be found in Section 6.3 Capital New - Long Term Financial Plan. Table 3 Capital New Program – Stormwater Assets ($000)

Table 3 Capital New Program - Stormwater Assets

	Delivery Program				LTFP					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
TOTAL	4,955	1,942	1,930	1,917	2,654	2,642	2,680	2,268	2,456	2,594

1.6.1 New Asset Selection Criteria

New assets and upgrade/expansion of existing assets are identified from various sources including community requests, Council resolutions, proposals identified by strategic plans, which are developed in conjunction with Councillors, community, and other organisations where necessary.

Candidate proposals are inspected to verify need and to develop a preliminary cost estimate. Verified proposals are ranked by priority using criteria specific to the asset class from individual strategic plans and available funds and scheduled in future works programmes.

Potential projects submitted by residents and other stakeholders are considered in the context of our strategic plans and assessed and prioritised using the same process.

In addition, Council's internal Capital Works Project Management Methodology (CapexPMM) process is referenced for new works. A project to enhance the current prioritisation process and create a balanced prioritisation matrix is currently underway. The current process will be updated once the new methodology is adopted which is expected to be completed during FY24/25.

1.6.2 Standards and Specifications

The design and construction of new assets is undertaken in accordance with Council's Development Specification Series for Design and Construction (AUS-SPEC 1) (TRIM: 2024/192029) and Northern Beaches Council's Standard Drawings (TRIM: 2021/307790).

Development applications for land containing stormwater assets or land subject to flood-related development controls may be required to carry out local flood/overland flow studies to ensure the proposals are designed in accordance with Council's requirements. These requirements include freeboard for habitable floors above the 1% AEP (Annual Exceedance Probability) flood level and potential stormwater system diversions and/or upgrades to meet current design level of service standards. Once the works are complete, supporting documentation including Works as Executed plans, CCTV surveys and engineering certification are required to ensure the works have been constructed in accordance with Council's specifications and to update Council's records.

1.7 Stormwater Asset Categories

The stormwater assets covered by this plan are summarised in Table 4 below.

Table 4 Stormwater Asset Summary

Asset Category	Number of Assets	Total Length
Pipes	25,010	592 km
Pits	27,722	N/A
Culverts	778	13 km
Open channels	546	32 km
Detention basins	1	N/A
Water Quality Devices	257	N/A
Totals	**54,314**	

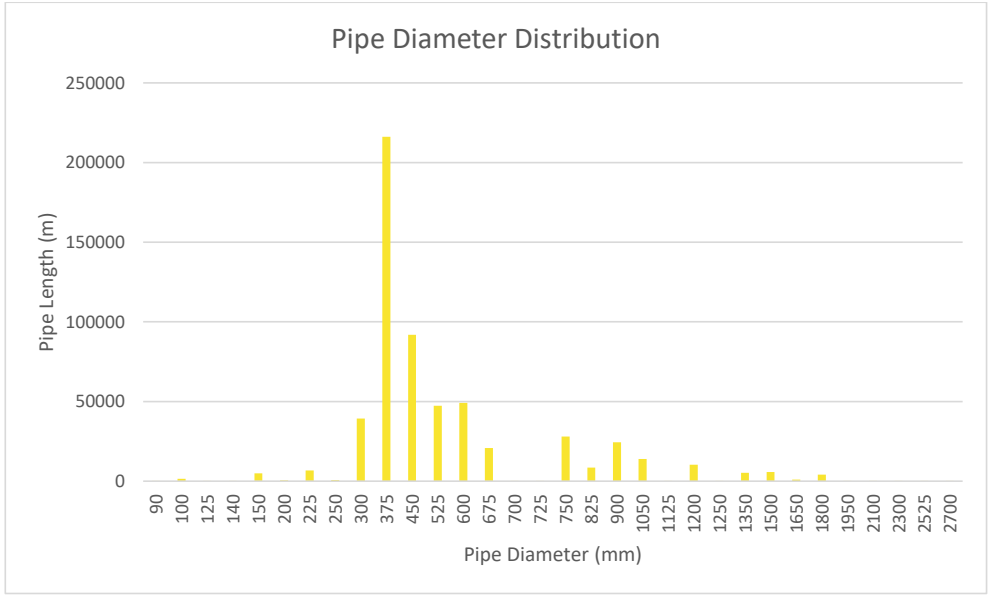
1.7.1 Stormwater Pipes

There are 592 kms of stormwater pipes which account for approximately 72% of the total stormwater asset value.

Most of the piped network is constructed from reinforced concrete and a large percentage of all pipes are 375mm in diameter as shown in Figure 4.

The large majority of Council's pipes were installed in the 1950's and 1960's and pipe installation dates have historically been derived from the original subdivision plans. However, all pipes installed in the last 5 years have had their construction dates taken from up-to-date 'work-as-executed' plans and captured in Council's Technology One asset management system.

Figure 4 Pipe Diameter Distribution



1.7.2 Stormwater Pits

There are 27,722 stormwater pits and almost all of Council's pits are installed in conjunction with stormwater pipelines. As such, most were constructed in the 1950s and 1960s and therefore have a similar general age profile as the pipe network shown above. Most pits are concrete and are either precast or cast in-situ.

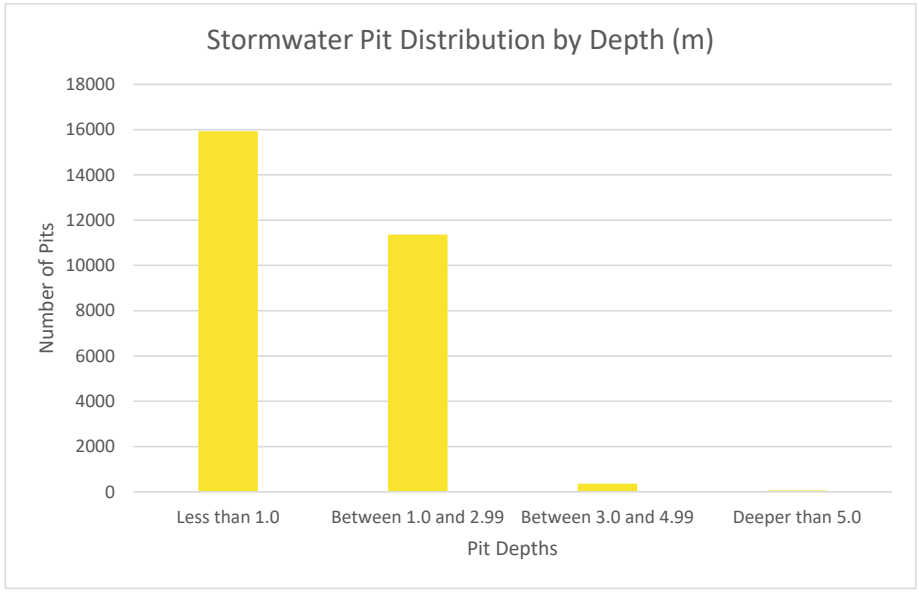
All pits are covered with either solid lids or grates. Pits covered with solid lids are usually installed:

- at changes in pipe direction
- at changes in pipe diameter
- to provide access for cleaning.

Although grated pits also perform these functions, their primary purpose is to collect and divert surface stormwater runoff into the underground pipe network.

Stormwater pits vary in depth according to the depth of the pipeline served by those pits, with pit depth impacting replacement cost and ease of access to undertake maintenance activities. Figure 5 below outlines the pit distribution by depth ranges.

Figure 5 Stormwater Pit Distribution



1.7.3 Culverts

There are 13 kms of culverts, with most of Council's culverts being box type culverts. A box culvert is a rectangular-shaped, reinforced concrete drainage structure either cast in place or precast in sections. Most of the culverts range in size from 0.3 x 0.1m to 8.0 x 2.0m. Approximately 5% of these box culverts contain detailed construction date information.

1.7.4 Open Stormwater Channels

There are 32km of constructed open channel stormwater assets including the following asset types: artificial open channels, concrete lined channels, earth lined channels, and open drains. Approximately 50% of these assets have construction date information.

1.7.5 Water Quality Devices (WQDs)

There are 257 WQD. These devices vary in styles and sizes and include those that have been designed and installed by Council as well as those installed by Developers and handed over to Council's care and control. These WQD's reduce the amount of pollutants entering our waterways and beaches. These devices range from hard engineered small scale pit litter traps to sediment basins with trash screens and soft engineered bioretention systems and wetlands. WQD's act as a buffer between the built stormwater infrastructure and the natural waterway environments.

The WQDs are separated in the asset register into the above asset types, based on functions they perform, device attributes and maintenance treatments. These devices range in function from screening trash such as bottles and litter to capturing suspended sediment in basins to enhancing water quality through sand and bio-filtration.

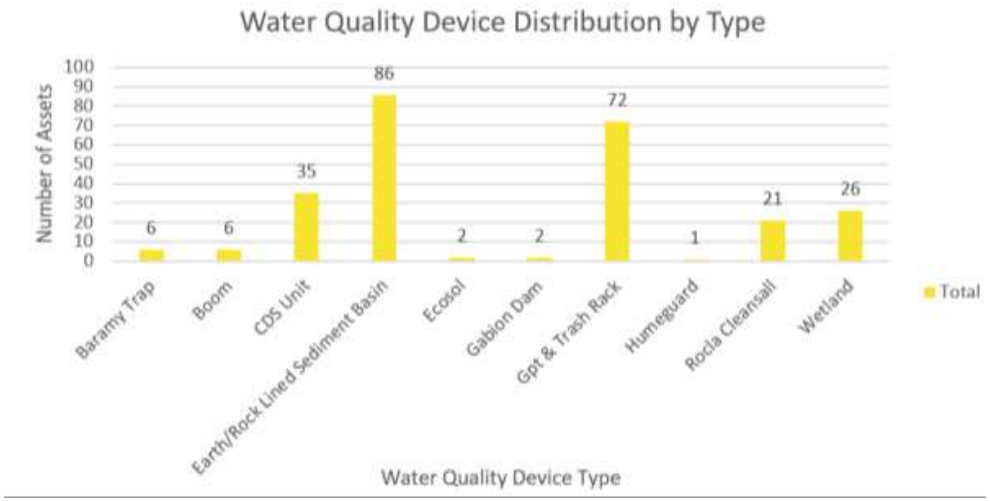
The distribution of WQDs by Type is shown in Figure 6.

The majority of these devices were constructed in the 1970's and 1990's. There are still a number of WQDs that have not historically had the construction dates recorded in the register.

The devices constructed in the 1970s are predominantly end of pipe earth sediment basins for which the construction dates were derived from the pipe installation dates.

The devices constructed in the 1990's are generally formalised concrete basins with trash racks. The construction of new WQDs is mainly driven by development and its proximity to and classification of the receiving environment.

Figure 6 Water Quality Device Distribution by Type



1.7.6 Coastal and Harbour Outfall Structures

There are 417 outlets that discharge to the coasts and estuaries within the LGA. This includes all beaches, as well as estuaries such as Middle Harbour, Pittwater, Broken Bay, Manly Lagoon, Curl Curl lagoon, Dee Why Lagoon and Narrabeen Lagoon.

There are 51 stormwater outlets that discharge directly to the surf beaches along the Eastern coastline. These outlets include assets identified a s high risk surf-zone outlets that extend into the water and are predominantly immersed by water intertidal outlets that extend to the beach area that are intermittently submerged with water during high tide and exposed during low tide and back-of-beach outlets that discharge at the back of the beach, seawall, or dunes.

A risk assessment looking at safety in particular for beach users has been undertaken on beach outlets throughout the LGA. The main recommendation from this assessment was to install a combination of outlet screens and non-return valves to prevent unauthorised access into the systems and also to reduce the likelihood of blockages from sand ingress. The outlets included in this assessment have now all been fitted with the recommended treatments. It is planned to extend this assessment to all coastal outlets in the Northern Beaches area.

1.7.7 Natural Stormwater Assets

Council also manages natural stormwater assets such as creeks, lagoons, wetlands and estuaries that are located throughout the LGA which are fundamentally connected to the stormwater system. Stormwater runoff drains from houses and roads into the lagoons and the ocean via creeks and tributaries.

Conditions of the creeks vary from a near natural condition, to highly modified and are directly linked to the level of development within the catchment and stormwater runoff generated from hard surfaces.

In most catchments, development has resulted in:

- Changes to creek flows, including increased flood frequencies and artificial barriers to flow such as weirs/culverts;
- Increased sediment loads, bed and bank erosion;
- A decline in water quality including increased nutrient, toxicant, sediment and litter; and
- Weed invasion in and around the creeks.

1.8 Stormwater Asset Condition – GIS

Council spatially maps pipelines and culverts in accordance with the assets' Technical Condition Rating within Council's GIS system – SEA. Figure 7 below provides a screenshot of SEA showing various assets and their condition rating.

Figure 7 Council's GIS system – SEA



1.8.1 Asset Register Verification and Condition Data

Approximately 26% of the stormwater pipe network has been assessed in the field to determine a condition rating, as shown in the Table 5 below.

Table 5 Stormwater Infrastructure Assets

Asset type	Attributes	Data confidence/field validation

Pipes	Spatial, attributes and condition	35%
Pits	Spatial, attributes and condition	18%
Culverts	Spatial, attributes and condition	53%
Open Channels	Spatial, attributes and condition	3%
Detention Basins	Spatial, attributes and condition	100%
Water Quality Devices	Spatial, attributes and condition	54%

Condition surveys are currently carried out in accordance with Council's:

- Asset Management Strategy 2022-32; and
- Stormwater Asset Condition Rating Manual (Appendix 6.2.12). Varying methods have been used to determine condition as follows:
    - Closed Circuit Television (CCTV) camera inspections and engineering review. This involves a complete internal recorded video survey of the pipeline and allows the most comprehensive assessment;
    - Quickview camera inspections and engineering review. This involves a still camera with a high powered zoom which provides a reasonably good indicative assessment of condition; although it has some limitations due to illumination restrictions or pipe bends etc.;
    - Visual inspection by Surveyor or maintenance staff. This method will provide an indicative assessment only and assumes uniform condition through the entire conduit length based on what can be seen in the first observable section of the conduit; or
    - Provision of 'Works-as-executed' drawings of new works.

1.8.2 Asset Register Verification and Condition Data – Current Position

Table 6 outlines current activities and recently completed actions undertaken to verify the consolidated asset register and further assess condition information.

Table 6 Asset Register Verification and Condition Data

➢ **Desktop aerial photo validation - using Council's Geospatial Information System (GIS) - SEA, spatial corrections are carried out when assessing the stormwater GIS layer against the stormwater assets that are visible in the aerial photos. These changes are then validated in the field.**

- **CCTV program - Council currently has two programmes running for CCTV inspections: Reactive and Planned.**
  The reactive program uses CCTV pipe inspections to investigate problem areas that have been identified through customer requests. This involves going to site and carrying out CCTV surveys of the local drainage network to assess any blockages and pipe condition. This survey footage is then linked to the relevant assets in the asset register and condition assessed.

  The planned program targets areas where:
  - **There might be limited information**
  - **Some assets in the catchment might be in poor condition**
  - **Future works or growth might be planned for the area or**
  - **Just representative sampling.**

  As per the reactive program, the CCTV surveys are linked to the asset in the asset register which is also linked to GIS and is condition assessed and updated spatially if required.

- **Asset data collection surveys - where it is determined that asset information is missing from the asset registers, Council engages registered surveyors to survey these assets to confirm the spatial location, attributes and condition. This information is assessed and the register updated as required.**

- **Council's Transport and Civil Infrastructure team have recently carried out a condition assessment of large culverts under roads in the LGA. Condition information will be updated annually in the stormwater asset register and assist with forward works planning.**

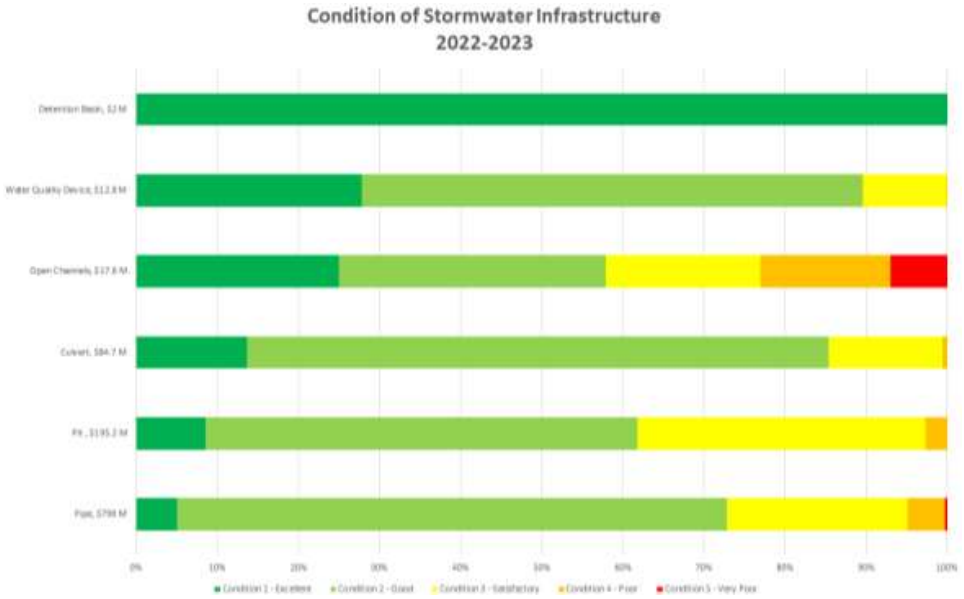
- **Spatial survey confirmation and pre and post construction dilapidation CCTV surveys of Council's pipelines are required as a condition of consent for properties where the proposed activity may impact on Council's stormwater assets. This information is reviewed to ensure that no damage occurs to this infrastructure during the works and the asset register can be validated against this data.**

➢ **Renewal projects - during the renewal process, assets are surveyed, condition assessed before and after renewal activities and this information is updated in the asset register - e.g. SPI06951**
➢ **Water Quality Device audit - Council recently carried out an audit of many of its water quality device to assess attributes, function and condition.**
➢ **Surveys of the stormwater network within several catchments have been undertaken to collect asset information which will support Flood Study and Plan development and validate the asset register.**
➢ **Works As Executed data - all new drainage works whether private development or Council, are required to provide a WAE attribute spreadsheet, AutoCAD file and CCTV survey outlining the completed works. This information is then updated in the asset register.**
➢ **Ongoing asset data collection programs include topographical surveys, CCTV surveys and Quickview camera inspections.**

1.8.3 Reporting Asset Condition to the Office of Local Government

Council is required to prepare a report for the Office of Local Government (OLG) which outlines the condition of public works (asset condition). The condition criterion consists of a 1 – 5 condition rating. 1 = Excellent and 5 = Very Poor.

Figure 8 Condition of Stormwater Infrastructure 2022-23



Where the condition has not been validated through site inspection or CCTV condition rating, condition rating 2 is used because the lower rated 'poor' condition assets often display obvious characteristics that make them noticed. Future improvements include using the 26% observed stormwater pipe condition data to reassess the current condition distribution across the network.

Council is continually looking to improve its knowledge about asset location, attributes and condition. This program to capture this data in the field and update Council's records as appropriate has been highlighted as a current funding gap.

Our Technical Condition is mapped to the OLG Special Schedule Condition as shown in the table below.

Stormwater Condition Rating (1-10)	Technical Condition Rating (1-10)	Special Schedule Condition Rating (1-5)

1 - New	1 - Very Good (H)	1
2 - Excellent	2 - Very Good (L)	
3 - Good - High	3 - Good (H)	2
4 - Good - Medium	4 - Good (L)	
5 - Good - Low	5 - Fair (H)	3
6 - Average - High	6 - Fair (L)	
7 - Average - Low	7 - Poor (H)	4
8 - Poor	8 - Poor (L)	
9 - Very Poor	9 - Very Poor	5
10 - Failed	10 - Failed	

1.9 Operational Activities

Operational activities are recurrent activities that are continuously required to provide services. These activities are required for the asset to perform its function effectively, but do not materially affect the consumption and subsequent condition of a particular asset.

The following activities are considered operational:

- Asset data collection (surveying of pits and pipes to collect location and attribute information),
- Cleaning of stormwater assets,
- CCTV condition monitoring,
- Floodplain risk management studies,
- Lagoon entrance management,
- Water-cycle management,
- Systems improvements, and
- Staff resourcing related to the above.

These activities are generally funded through Council's operational budgets.

1.10 Maintenance Activities

Maintenance activities are actions for retaining the asset as near as practicable to an appropriate service condition including regular on-going day-to-day work necessary to keep assets operating. These activities are not intended to improve the condition of the asset but maintain it from degrading or deteriorating to a condition where it will no longer operate as designed. Maintenance activities can be routine or planned (i.e. undertaken at regular frequencies) or reactive (i.e. in response to an event or issue).

Our programmed and reactive stormwater maintenance activities are predominantly carried out by crews in the Transport and Civil Infrastructure business unit. Activities include cleaning pits and pipes, open channels, drop-hole repairs, pit and pipe repairs and responses to flooding. In addition, panel contractors are also used to carry out specialist high pressure cleaning and vacuuming of pipelines.

1.10.1 Routine Maintenance

Routine maintenance is regular planned work that is identified and managed through our maintenance systems and processes (i.e. planned maintenance schedules). Routine maintenance activities include:

- Cleaning pits, pipes and open channels,
- High pressure cleaning and vacuuming of pipelines,
- Inspections of problem pits, headwalls and culverts.

Following inspections or routine maintenance activities, further works may be required. Such tasks are added to the programmed maintenance schedule or the asset renewal program if required.

1.10.2 Reactive Maintenance

Reactive maintenance is unplanned work carried out in response to a failure or issue with the asset. Customers are able to submit service requests through our Customer Request Management (CRM) system, via our website or through our Customer Service Centres. Staff are also able to report issues through CRMs.

The stormwater maintenance program is managed using Council's Works and Assets system. Schedules and tasks have varying frequencies based on risk and field reports from the works crew and are set up in the Works and Assets register. The programmed maintenance schedules are run on a monthly projection to determine the required works.

Reactive maintenance activities include:

- Drop-hole repairs
- Pit and pipe repairs

- Maintenance responses to flooding events

Customer requests are prioritised based on risk and added to the reactive maintenance program and actioned within timeframes set out in Council's Service Levels (Appendix 6). Operations and Maintenance Budget

Our operations and maintenance activities are funded through Council's operational budgets. Historically, stormwater maintenance budgets were derived from the Long Term Financial Plan (LTFP) maintenance expense projections. Approximately 0.5% of new asset stormwater additions are added to future years maintenance budgets, on top of indexation based on Construction Cost Index (CCI) and salary increases.

Where maintenance budget allocations are such that they will result in a lesser level of service, the service consequences and service risks have been identified and are highlighted in this AMP and service risks considered in the Infrastructure Risk Management Plan.

Table 7 below shows the breakdown of maintenance expenditure by Asset Category.

Table 7 Actual Maintenance Expenditure per Stormwater Asset Category

Asset Category	2022/23 Maintenance	
Pipe	$	828,872
Pit	$	1,204,880
Water Quality Device	$	954,298
Open	$	252,802
Culvert	$	3,486
Total	**$**	**3,244,339**

Appendix A of the OLG special schedules Local Government Code of accounting states that the following activities are examples of stormwater drainage maintenance and operational activities:

- CCTV, pipe blockage cleaning and associated disposal costs
- pipe repair
- tree root removal
- relining (which does not extend useful life)
- repair pits and lids
- clear/repair gross pollutant traps (GPTs)
- rain garden soil cleaning
- rain garden plant maintenance
- flood control device maintenance
- traffic control
- management of new connections.

The required annual maintenance for the AMP is derived from the technical condition of the assets. In the asset register, all stormwater assets have a technical condition. Council has collected accurate condition data from CCTV footage for approximately 26% of all pipes and 18% inspection data of all pits. For assets without CCTV inspections, the technical condition has been assumed to be SS7 condition 2 (Good) for reporting and calculation purposes.

As shown in the formula below, Gross Replacement Cost (GRC) is multiplied by a maintenance percentage based on the assets technical condition. A 'required' maintenance percentage correlating to the technical condition of stormwater infrastructure has been developed from a scale of 1 – 10 as shown below in Table 8. The required maintenance of the stormwater asset register is summed to estimate the annual required maintenance for stormwater infrastructure.

$$Required\ Annual\ Maintenance = \sum GRC\ \times Maintenance\ based\ on\ Technical\ Condition$$

This methodology was implemented by the Strategic Asset Management Steering Committee across all asset groups in July 2017, and is currently used in financial reporting. This is a more thorough approach than calculating required maintenance as a percentage of GRC as it accounts for the condition of each asset. Assets in a poor condition generally require more maintenance than newer assets to keep them operating as required. This required maintenance generally falls within Northern Beaches Council and other council benchmarks as discussed in Appendix 6.2.27.

Table 8 Stormwater Condition Mapping

Technical Condition	Description	Maintenance (% of GRC)
1	Excellent (H)	0.10%
2	Excellent (L)	0.10%
3	Good (H)	0.15%
4	Good (L)	0.30%
5	Average (H)	0.50%
6	Average (L)	1.00%
7	Poor (H)	2.00%
8	Poor (L)	3.00%
9	Very Poor	10.00%
10*	Failed	0.00%

* A condition 10 asset has failed, as such requires renewal/amplification.

The International Infrastructure Management Manual defines Lifecycle Cost Analysis as *"any technique which allows assessment of a given solution, or choice from among alternative solutions, on the basis of all relevant economic consequences over the service life of the asset"*.

The Local Government and Municipal Knowledge Base - Lifecycle Cost Analysis, outlines that 0.10 – 0.40% of the capital cost of the asset is a typical range that can be used to determine the required annual maintenance for drainage. Based on historical maintenance records (i.e. tasks), Council currently expends approximately 0.29% of the stormwater asset capital cost on maintenance, with a required maintenance of approximately 0.38% of the GRC. Based on this analysis, our required maintenance figure is generally within the benchmark range for most maintenance activities. Maintenance gaps are described in Section 5.

The proposed unfunded Enhanced Asset Inspection Program is to inspect and collect data for the priority assets from 74% of the network where their condition has been inferred based on other known datasets and comparison with similar assets or locations. Further details of the program can be found in Section 5. - Unfunded Programs.

This program, along with ongoing maintenance and operations expenditure from the Clear Waters new asset program, are not currently funded in the LTFP and funding would need to be confirmed.

1.11 Asset Renewal

Renewal work is major work which restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to its original service potential is considered an acquisition and will require additional future operational and maintenance costs.

Assets requiring renewal are identified through a criteria, further details in Section 1.11.1.

For the stormwater infrastructure assets, we have the following renewal programs:

- Planned renewals
- Reactive renewals
- Gross pollutant trap (GPT) renewals

Our 10-year LTFP Funded Capital Renewal works program is shown in Table 9 below. Details of this program can be found in Section 6.4 Capital Renewal - Long Term Financial Plan

Table 9 LTFP Funded Capital Renewal Program - Stormwater Assets ($000)

	Delivery Program				LTFP					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
TOTAL	5,167	7,105	7,431	7,615	7,798	7,985	8,177	8,381	8,591	8,805

1.11.1 Renewal Criteria

Renewal Program Preparation

The Planned Stormwater Renewal Program is developed from Council's future works list for stormwater infrastructure which encompasses stormwater projects and assets identified for renewal based on asset data collection and condition assessment, customer and other stakeholder requests for drainage and flooding, and adopted flood risk management plans.

Risk assessments and rankings are undertaken for every project added to Council's future works list for stormwater infrastructure. Risk rankings are determined using the following criteria (TRIM: 2014/166338), and are currently under review:

- Condition of the stormwater assets,
- Criticality – location of asset,
- Flooding impact; and
- Customer-initiated history.

Costs for possible solutions and treatment options are calculated to renew the asset, rectify the issue, or solve the problem.

A benefit-cost analysis is then completed for each project to quantitatively compare all projects on the future works lists in respect of the benefits of implementing the solution against the cost of implementing the solution.

Renewal Program Prioritisation

Each project on the future works list is prioritised based on their benefit-cost ratio. The Planned Stormwater Renewal Program delivers projects with the highest benefit-cost ratio and is phased across the 10-year period in-line with the adopted budget for the financial year.

Further work is required and identified as an improvement to prioritise asset renewal across asset classes.

1.11.2 Renewal Practices

Renewal works carried out include:

- Pipes: Where appropriate, pipeline renewal is undertaken through Cured-In-Place-Pipe (CIPP) relining which utilises non-destructive means to renew and extend the useful life of pipe assets. Where it is identified that major renewal is warranted, pipelines are designed and upgraded to current engineering standards which include exhuming and replacing the asset. The pipe will typically be amplified to cater for the 5% AEP storm flows which is the current standard in line with Council's Water Management for Development Policy and industry best practice for underground stormwater conduit infrastructure such as pipes and culverts subject to feasibility.
- Water Quality Devices: WQDs that require major renewal are designed and upgraded to current standards to maximise stormwater pollution capture efficiency.

1.11.3 Infrastructure Backlog

As at 30 June 2023, infrastructure backlog for our Stormwater Infrastructure Assets is shown in Table 10 below as reported in the Annual Financial Statements, and shows an increasing level of backlog over the last four (4) financial years. The current backlog represents 47% of the total backlog for all Council infrastructure assets.

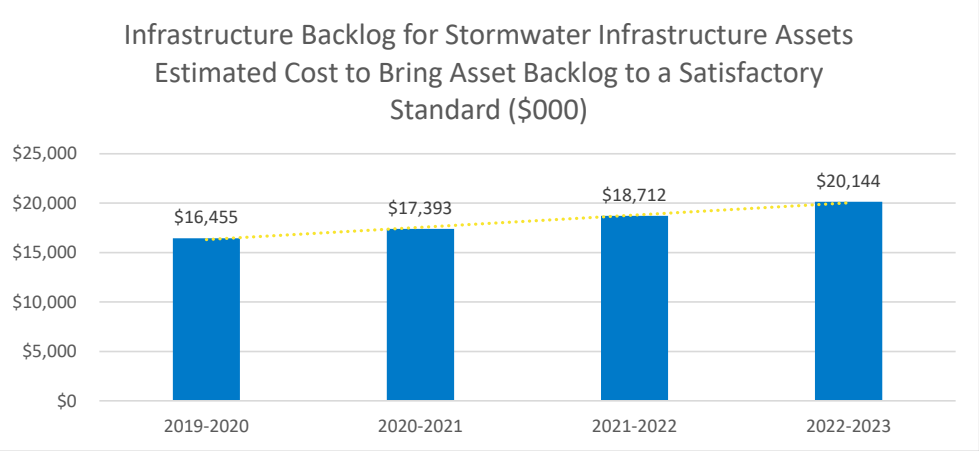
Table 10 Infrastructure Backlog for Stormwater Infrastructure Assets ($000)

Financial Year	Infrastructure Backlog
2022-2023	$20,144
2021-2022	$18,712
2020-2021	$17,939
2019-2020	$16,445

The infrastructure backlog for stormwater assets currently equates to approximately 2.2% of the net carrying amount of the asset base.

The development of renewal programs aims to target assets in poor and very poor condition whilst balancing risk to determine the priority of undertaking renewal works. The level of funding may influence renewal priorities and strategies for assets in poor condition.

Figure 9 Estimated Cost to Bring to Satisfactory Standard ($000)



Our Planned Stormwater Renewal Program budgets approximately $75 million over the next 10 years for the renewal of stormwater infrastructure. Dedicated planned programs such as the Pipe Remediation Program and Planned Pit Reconstruction Program has been initiated across the 10-year period in order to prioritise the renewal of ageing / poor condition stormwater assets nearing their end of life.

Over the next 10 years, stormwater projects from Council's future works list have been included to the planned renewal program with all high-risk projects expected to be completed by 2032/33. A number of these projects are major works that require phasing across the 10-year period due to the large scale and high costs associated with works. Notably, the redesign of the Collaroy Ocean Outlet has been staged across non-consecutive years within the 10-year renewal program in order to permit the outlet relocation and infrastructure renewal works.

1.12 Asset Disposal

Disposal includes any activity associated with the disposal of a decommissioned asset including sale, demolition or relocation. When stormwater infrastructure is disposed of due to reconstruction in a different location, the physical structures may either be abandoned and remain in the ground or be removed.

Where disposed assets such as pits and pipes are abandoned and left in the ground, they are usually capped off and grout filled to prevent ingress of surrounding soil and subsequent development of sink holes and possible risk to persons or property.

Once disposed assets have been identified through receipt of contractor's 'Works as Executed' information, the asset's status is updated in the asset register to either 'removed' or 'abandoned' and the disposal is accounted for in Council's financial records.

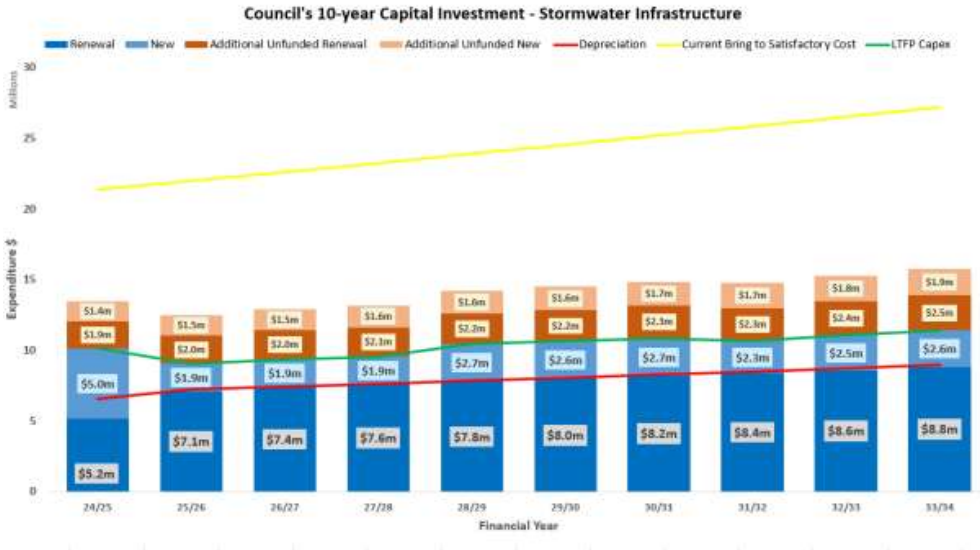
Such assets remain on the GIS system with appropriate symbology as a future reference to provide asset history and also to ensure that abandoned assets are not inadvertently re-commissioned.

The disposal of stormwater infrastructure generally results from private development or renewal / upgrade works and does not involve sale of those assets. Pipes and pits etc. that are physically removed have no resale value and incur a liability in the form of tipping fees, even if the concrete (usually) is recycled into aggregate.

1.13 Forecasted Lifecycle Costs

The various capital and operational programs presented above have been forecast in Figure 10 Stormwater Asset Expenditure to present the forecasted lifecycle costs over the next 10 years.

Figure 10 Stormwater Asset Expenditure


Council's 10-year Capital Investment - Stormwater Infrastructure
Renewal
New
Additional Unfunded Renewal
Additional Unfunded New
Depreciation
Current Bring to Satisfactory Cost
LTFP Capex
Millions
Expenditure $
Financial Year
24/25
25/26
26/27
27/28
28/29
29/30
30/31
31/32
32/33
33/34
$5.2m
$5.0m
$1.9m
$1.4m
$7.1m
$1.9m
$2.0m
$1.5m
$7.4m
$1.9m
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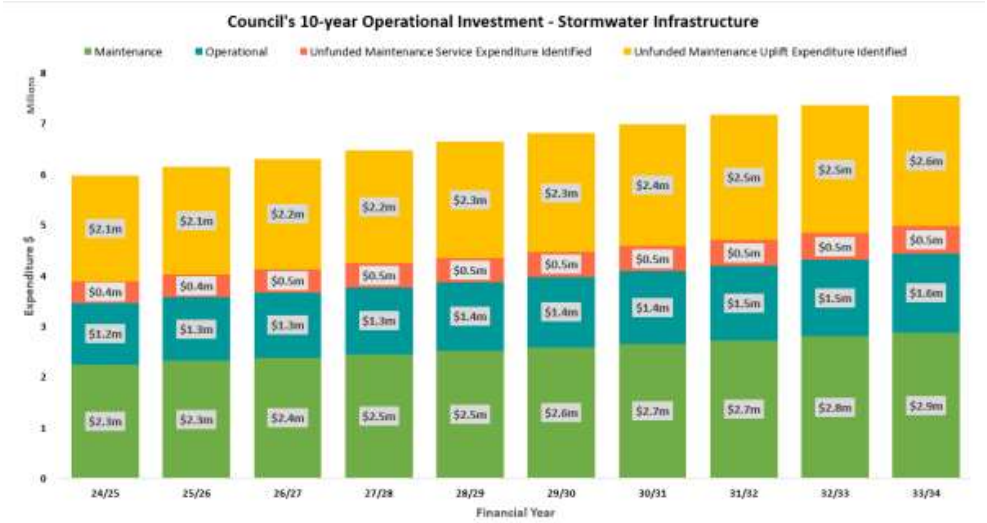


The gap shown between the yearly forecasted programs and allocated budget is due to the calculated costings for unfunded programs. These unfunded programs have been developed to address emerging issues and maintain service levels into the future. The long-term risk of not addressing this gap may lead to a decrease in levels of service to the community and therefore reduced community satisfaction. Further information on the emerging issues identified and improvements are outlined in Section 4 and Section 5 of this AMP.

1.14 Asset Management Roles in Business Units

There are many key roles within Council that contribute to the operation, maintenance, planning, renewal and creation of stormwater assets (Table 11).

Table 11 Stormwater management at Council - Responsibilities

Team	Responsibilities
Executive Manager – Environment and Climate Change	Determines strategic objectives of the Environment and Climate Change unit. Networks to Council Executives and government agencies. Interaction with Council Committees and Councillors. The Executive Manager is the responsible asset owner for this Asset Management Plan.
Stormwater and Floodplain Engineering Group	Overall responsibility for the Management of Council's Stormwater Asset Network including investigations, financial reporting, mapping, design and capital works delivery.
Stormwater Operations and Planning team	Within Stormwater and Floodplain Engineering Group. Asset management planning, maintaining asset registers, asset revaluations, developing capital programs, delivery of minor capital works and local flooding management.
Stormwater Design and Delivery team	Within Stormwater and Floodplain Engineering Group. Oversees stormwater designs and delivery of large capital projects.
Floodplain Planning and Response team	Within Stormwater and Floodplain Engineering Group. Manages Floodplain Risk Management Studies and Plans and flood risk reduction strategies. Modelling and Mapping assistance to Asset Management Process
Construction and Maintenance Group	Within the Transport and Civil Infrastructure Unit. Undertakes planned and reactive inspection and maintenance activities of the stormwater system on behalf of Council.
Local Emergency Management Officer (LEMO)	The Resilience and Emergency Management Coordinator is Council's Local Emergency Management Officer (LEMO) as required by the State Emergency and Rescue Management Act, 1989 providing executive support to the Local Emergency Operations Controller (NSW Police) and all emergency services/supporting agencies. The LEMO is also the delegated Chair of the Local Emergency Management Committee (LEMC).
Director – Environment and Sustainability	Financial delegation for approval of works exceeding Chairperson for the Strategic Asset Management Group (comprises Executive Manager representatives from all asset categories, Finance and Strategic Planning). Overall strategic direction of the Directorate's portfolios.
Chief Financial Officer	Provides strategic guidance regarding financial management of stormwater assets and audits.

2. ASSET MANAGEMENT IMPROVEMENTS

Improvements to our current lifecycle management practices have been identified through internal and external asset management audits, analysing gaps in existing processes, and recognising best practices outlined in asset management training and courses. These include:

- Use the 26% observed condition pipe data to reassess the current condition distribution across the network.
- Collate condition and function data on our assets and incorporate this information into our forward planning of our infrastructure.
- Investigate, develop and implement demand forecasting, predictive modelling, deterioration modelling and failure mode analysis for stormwater infrastructure assets.
- Develop a methodology to prioritise asset renewal across asset classes.
- Further develop, fund and implement the identified unfunded capital programs (Clear Waters Program and Minor Stormwater Works Program).
- Improve our knowledge through data collection to improve our future planning of our stormwater assets. The proposed unfunded Enhanced Asset Inspection Program will address some of the known deficiencies in our asset register.
- Develop a methodology to quantify the lifecycle costs of stormwater infrastructure assets which can be used in planning for new acquisitions of infrastructure in future generations of this AMP.

These improvements are also included in the Asset Management Improvement Plan in 2024/002578 - 2023 Northern Beaches Council Infrastructure Asset Management Plan

3. STORMWATER RISK REGISTER

Risk management is an important part of asset management planning. The purpose of infrastructure risk management is to document the findings and recommendations resulting from identifying, assessing and treating risks across our infrastructure portfolio. The risk will change over time, and our assessments are completed periodically to ensure the management of our risks are valid and appropriate for the time. Our infrastructure risk management assessments and plans have identified high, medium and low risks across our asset portfolio.

The NBC Enterprise Risk and Opportunity Management Policy[1] and Enterprise Risk and Opportunity Management Framework[2] have been utilised in the risk assessment of infrastructure assets. These documents provide a consistent, systematic and considered approach to the identification, management and reporting of risk across the organisation. Council's approach to Enterprise Risk and Opportunity Management (EROM) is consistent with the Australian/New Zealand Risk Management Standard: AS/NZS ISO 31000:2018. Table 12 and Error! Reference source not found. **identify the infrastructure risk profile for stormwater assets and describes the control measures identified to address these risks.Table 12 Stormwater Risk Register – Inherent Risks (Without Controls) & Residual Risks (With Controls)**

Risk Reference Number	Risk or Opportunity Description	Root Causes / Situations where the risk or opportunity may arise	Consequences	Inherent Risk (with NO controls)			Residual Risk (with controls in place)			
				Likelihood	Consequence	Inherent Risk Score	Current Controls	Likelihood	Consequence	Residual Risk Score

[1] *https://files.northernbeaches.nsw.gov.au/sites/default/files/documents/policies-register/enterprise-risk-policy/enterprise-risk-management-policy/enterprise-risk-management-policy-nov2020.pdf*

[2] Enterprise Risk and Opportunity Management Framework. Internal document. TRIM ref: 2021/321150

STORM-01	Critical Stormwater Assets - Asset failure resulting in injury or property damage	Deteriorated or damaged critical stormwater asset	Asset failure resulting in injury or property damage	3. Possible	4. Major	High	Proactive critical asset inspection and monitoring program - Annual inspection program for critical pipe and culvert assets. 1 and 3 monthly inspection programs for critical pit and WQD assets.	4. Unlikely	4. Major	Medium
STORM-02	Critical Stormwater Beach Outlets - Blockage causing flooding	Sand blocking outlet / headwall	Blockage causing flooding	3. Possible	4. Major	High	Proactive inspection and monitoring program of high risk outlets and headwalls. - 1 and 3 monthly inspection programs for high risk outlets and headwalls prone to sand blockage.	3. Possible	4. Major	High
STORM-03	Stormwater Outlets / Inlets - Personal injury or death due to entering stormwater outlet / inlet	Unauthorised entry into stormwater system	Personal injury or death due to entering stormwater outlet / inlet	4. Unlikely	5. Severe	High	Some screens in place - Design and install safety screens	4. Unlikely	4. Major	Medium
STORM-04	Pit and Pipe network blockage - Localised flooding	Regular blockages and obstructions within stormwater system.	Localised flooding	3. Possible	3. Significant	Medium	Programmed pit inspections, and reactive cleans - Proactive inspections and cleaning schedules.	4. Unlikely	4. Major	Medium
STORM-05	Critical Water Quality Improvement Devices - Screen blockage causing overland flooding	Blocking of trash racks / screens with litter and debris.	Screen blockage causing overland flooding	3. Possible	3. Significant	Medium	Programmed inspections and cleaning regime - Frequent inspection and cleaning program of WQD.	4. Unlikely	3. Significant	Medium
STORM-06	Stormwater Pipe failure causing flooding to private property or other key infrastructure	Due to poor condition or damage caused by external factors	Flooding to private property or other key infrastructure	3. Possible	2. Moderate	Medium	Ongoing Asset Inspection Programs including Condition Assessment to identify pipes requiring replacement or renewal works	4. Unlikely	2. Moderate	Low
STORM-07	Water Quality Improvement Devices - Pollution spill event causing contamination downstream	Failure due to blockage or inadequate maintenance	Pollution spill event causing contamination downstream	3. Possible	2. Moderate	Medium	Programmed inspections and cleaning regime - Frequent inspection and cleaning program of WQD.	5. Rare	2. Moderate	Low
STORM-08	Water Quality Improvement Devices - Units not working correctly	Due to poor condition or damage caused by external factors	Unit not working correctly causing pollution spill and/or flooding downstream	3. Possible	2. Moderate	Medium	Programmed inspections and cleaning regime of WQD including a renewal program	5. Rare	2. Moderate	Low
STORM-09	Stormwater Pit and Pipe network capacity - Minor Flooding	Storm events greater than design event	Inlet pit and pipe capacity exceeded. Pit surcharges, pit lids dislodging under pressure. Overland flows can cause local flooding and damage to property.	2. Likely	2. Moderate	Medium	Proactive inspections and cleaning schedules in place as well as a renewal and new works programs address under capacity pipes where possible	3. Possible	2. Moderate	Medium
Risk Reference Number	**Risk or Opportunity Description**	**Root Causes / Situations where the risk or opportunity may arise**	**Consequences**	**Inherent Risk (with NO controls)**			**Residual Risk (with controls in place)**			
				Likelihood	**Consequence**	**Inherent Risk Score**	**Current Controls**	**Likelihood**	**Consequence**	**Residual Risk Score**

STORM-10	Stormwater Pit and Pipe network capacity - Major Flooding as a result of high rainfall event	Rare storm events causing overland flowpaths are activated	Widespread flooding	3. Possible	3. Significant	Medium	Stormwater Capital Renewal and New Works programs investigate opportunities to address under capacity pipes and pits where possible.	3. Possible	3. Significant	Medium
STORM-11	Increases in environmental/engineering standards through climate change, regulation and changing community expectations	Ageing infrastructure may not meet current level of service expectations	Flooding to private property or other key infrastructure	3. Possible	3. Significant	Medium	Stormwater Capital Renewal and New Works programs investigate opportunities to address under capacity pipes and pits where possible.	3. Possible	3. Significant	Medium

4. SUMMARY OF EMERGING ISSUES

A number of emerging issues need to be considered and resolved over the next ten years, to be able to provide certainty for our infrastructure planning. These issues can be summarised as follows:

4.1 Cost Considerations

- Further investment will be required to develop a rolling program of asset condition assessments in order to deliver a sustainable long-term program of renewal and maintenance.
- Our current levels of investment only allow us to renew assets based on risk. As such customer requests that are for aesthetic or low risk issues do not get prioritised and therefore may go unresolved for many years. While this is appropriate from a risk management perspective, it may not meet community expectations for providing a satisfactory level of service.
- There are numerous options which have been recommended in various adopted Floodplain Risk Management Plans. These recommended options need to be rationalised and prioritised against other known stormwater works in the future works program, and have been included in Section 5 - Unfunded Stormwater Programs.

4.2 Service considerations

- Waste and other pollutants in our waterways are often conveyed by stormwater. Our community now expects better treatment and removal of waste, especially plastics, which changes the service levels we will need to provide. This will be addressed through implementation of the Clear Waters Program.
- Technological improvements continue to provide new opportunities for us to better tailor the service we provide and manage our risk including artificial intelligence, better telemetry, and new renewal techniques.

5. UNFUNDED STORMWATER PROGRAMS

A review of the current asset renewal and maintenance programs and the associated levels of Unfunded Programs has been undertaken as part of this AMP refresh. Infrastructure funding gaps have been identified within this Asset Management Plan, with the table below showing a summary of funding shortfalls in the following categories:

Category	Gap ($m)
Asset Renewal Gap	$18.4
Asset Maintenance Gap	$4.2
Uplift in Service Gap	$19.9
New Asset Gap	$13.9
Total Unfunded Asset Management Plan	**$56.4m**

Below is a snapshot of some of the current issues impacting the size and growing nature of the Unfunded Programs.

Description of Unfunded Programs issues

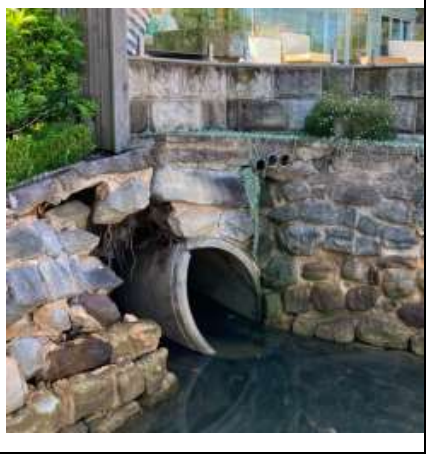
Stormwater Pipes

- Historic construction practices:
  - Undersized pipes
  - Ageing infrastructure
- Growing renewal backlog:
  - Increasing risks associated with these assets
  - Increasing customer expectations re level of service
- Increase in construction and servicing costs









Description of Unfunded Programs issues

New Water Quality Controls

- Significant number of stormwater outlets without water quality treatment
- Litter/water pollutants causes public safety and amenity impacts
- Increased community expectations regarding pollution reduction and control
- Significant constraints in the urban environment, lack of space for improvement measures
- Increase in construction and servicing costs








Description of Unfunded Programs issues

Management of Nuisance Flooding

- Council receives a mix of extreme/high/medium/low risk requests
- High risk issues are often complex which take large amounts of resources, time and funding to resolve
- Low risk issues receive a lower priority and can remain unresolved for extended periods
- Long wait times generate low customer satisfaction and impacts on the perception of Council's service provision
- Funding will allow for a service uplift for customers







Description of Unfunded Programs issues

Ocean Outfalls – Reducing the Risk

- There are four stormwater ocean outfalls identified in the surf zone: two at Manly, one at Collaroy and Newport
- History of incidents for the public
- Detailed investigations are required for risk reduction and/or relocation
- Funding for early phases of Collaroy Outlet has been identified but future funding and funding for others hasn't.







The following sections show the Unfunded Programs for Stormwater Infrastructure assets.

5.1 Asset Renewal Gap

No	Renewal Gap Program	Renewal Gap Description	Gap ($m)
			$18.4m
R1	Backlog Pipe Renewal Program	Program targeted to renew condition 4 and 5 backlog works	$15.4
R2	Minor Stormwater Works Program	Additional program to address medium and lower ranked customer requests	$1.4
R3	Ocean Outfall Investigation and Renewal Program	Investigate ocean outfalls at Manly, Dee Why, Collaroy, Mona Vale & Newport Beach and consider the augmentation/removal of large high-risk outlets.	$1.6

Backlog Pipe Renewal Program

Ageing stormwater infrastructure increases public safety hazards and risks of flooding due to their heightened risk failure. Approximately 1000 pipe assets have been identified across the LGA to be in poor condition (condition 4 & 5) and within renewal intervention levels.

During the planning and development of the annual works program, Council Engineers undertake detailed risk assessments and prioritise projects based on factors such as pipe condition, potential impact of pipe failure, capacity issues, and flood risk. Where appropriate, pipeline renewal is carried out through Cured-In-Place-Pipe (CIPP) relining, which employs non-destructive means to renew and extend the useful life of pipe assets. The backlog pipe renewal program aims to remedy the stormwater infrastructure backlog by renewing these known poor conditioned pipe assets over a 10-year period.

In accordance with IPWEA's condition assessment & asset performance guidelines, condition 4 assets require works within 10 years and condition 5 assets require immediate action.

Minor Stormwater Works Program

Storm events across the Northern Beaches can generate over 2000 customer requests per year. These incidents are investigated by the Stormwater Engineers and classified on a risk basis as high, medium and low priority. The current reactive capital program is consumed in the delivery of solutions to these high priority issues. The limited funding and resources as well as the risk prioritisation method of assessment means that a number of resident requests are not currently being resolved.

The Minor Stormwater Works Program is aimed at resolving these medium and low risk ranked issues. This will ensure that residents' concerns are dealt with adequately and the stormwater capital process is broad enough to meet the service requirements of all residents.

5.2 Asset Maintenance Gap

No	Maintenance Gap Program	Maintenance Gap Description	Gap ($m) $4.2m
M1	Enhanced Asset Inspection Program	Identification of future maintenance and renewal requirements of higher risk assets through this expanded program	$3.8m
M2	Proactive Pipe Maintenance Program	Additional jetting of pipes to optimise pipe capacity and reduce the risk of flooding	$0.4m

Enhanced Asset Inspection Program

The current and historic resources allocated to condition assessment of the Northern Beaches Stormwater Network has enabled approximately 26% of the network (pipes, pits and other assets) to have condition assessment data arising from inspected assets. The condition of the remaining 74% has been inferred based on other known data sets and comparison with similar assets or locations.

However not all assets have the same level of risk in relation to asset failure. Assets may be assessed as critical due to their operational need in relation to road access or land use or their critical flow conveyance in the case of trunk mains. These assets are considered to be the priority in order to cover the risk to life and property.

The assessment of criticality and asset risk is ongoing. In order to maintain inspections of the critical and high priority assets on a 10-year rolling inspection program, significant allocation of resourcing is required. The Enhanced Asset Inspection program seeks to ensure that the condition of critical and high priority assets is understood.

Proactive Conduit Maintenance Schedule

The Construction and Maintenance team receive constant CRM enquiries from the community to maintain council stormwater pipes. The aim of this program is to create, prioritise and execute a schedule to perform jetting tasks for pipes that are regularly blocked. This will ensure pipes function at full capacity and reduce the risk of flooding to the community.

5.3 Uplift in Service Gap

No	Uplift in Service Gap Program	Uplift in Service Gap Description	Gap ($m) $19.9 m
U1	Flood Mitigation Program	High Priority Flood Mitigation Studies and Works	$16.0
U2	Clear Waters Maintenance Program	Operations & Maintenance - Clear Waters Program	$0.45
U3	Sediment Basin Program	Major Sediment Basin Maintenance	$0.2
U4	Pit Maintenance Program	Expanded Pit Maintenance Program	$1.25
U5	GPT Enhancement Program	Expanded GPT Program, including maintenance automation	$0.2
U6	Table Drain Program	Table Drains Maintenance	$0.7
U7	Water Sensitive Urban Design (WSUD) Program	WSUD Maintenance and Operations Program	$1.1

Flood Mitigation Program

Council's stormwater future works list consists of over 350 stormwater upgrade and flood mitigation related projects. The flood mitigation program aims to deliver the high priority flood mitigation capital works. These projects typically include major upgrades to existing stormwater and drainage infrastructure that will alleviate flooding in known hotspots across the LGA.

Clear Waters Maintenance Program

Clear Waters Maintenance Program aims to deliver maintenance on water quality improvement devices to ensure that the natural waters of the Northern Beaches are preserved and enhanced over the next ten years. This program accompanies the capital new Clear Water Program and is required to fund cleaning the new devices constructed.

Sediment Basin Program

Council has 10 large sediment basins located across the LGA that are not on regular maintenance and cleaning schedules. These basins are expensive to be cleared out due to the size and associated waste disposal costs. These basins have not been maintained since they were constructed and will require maintaining in the short to medium term.

This program utilises a staged approach to clearing out these basins to get them to an operational state for regular maintenance activities. This will result with improvements to the existing stormwater system and improve water quality to receiving waterways.

Pit Maintenance Program

The current planned pit maintenance program includes 1.3% of all stormwater pits across the LGA. This includes critical pits, headwalls, and water quality device, in addition to specific pits that have been identified as flood or problem prone. Typically, these assets are on 1 monthly, 3 monthly, or 6 monthly schedules depending on its criticality.

This program aims to expand the existing planned pit maintenance program to include other pit type assets that may be prone to blockages and flooding. This will increase the planned pit schedule to 7.2% of all pits and will incorporate the addition of non-critical coastal and estuary outlets, and sag pits within flooding hotspots.

GPT Enhancement Program

Council's current GPT cleaning schedule has been developed from historic cleaning data. However, there are various environmental factors that can change the cleaning frequency such as the amount of rain and litter the GPT has received since the last clean.

The aim of this program is to install remote monitoring devices on existing GPTs that would notify Council when cleaning / maintenance is required resulting in cost savings and a more efficient maintenance program.

Table Drain Program

The aim of this program is to identify table drains in the LGA and investigate the condition of these assets and include in the asset register. Subsequently, a program will be developed to prioritise and conduct maintenance of Table Drains, swales, headwalls to reduce the risk of flooding.

Water Sensitive Urban Design (WSUD) Program

The purpose of this program is to drive Northern Beaches Council towards becoming a 'Water Sensitive City' with improved amenity and liveability of Council's catchments and waterways. WSUD projects will aim to manage and reduce the impact of urbanisation on natural hydrological processes, such as increased runoff and water pollution. The program will also investigate opportunities to incorporate the harvesting and reuse of stormwater to secure water for the future, reduce demand on potable water and adapt to climate change effects.

5.4 New Assets Gap

No	New Assets Gap Program	New Assets Gap Description	Gap ($m) $13.95
N1	Water Quality Improvement Program	Clear Waters Program	$13.7
N2	Additional Depreciation and Maintenance for new assets		$0.25

Clear Waters Capital New Program

The proposed 'Clear Waters' Program is focused on the delivery of new water quality improvement devices to treat stormwater and improve the water quality of our creeks, lagoons and ocean beaches.

Northern Beaches Council has 257 devices that currently contribute to maintaining and improvement the waters of the Northern Beaches. These devices treat the stormwater runoff from some of the catchments that flow into the stormwater network and eventually into natural water bodies across the Northern Beaches. There are still, however, some catchments where the stormwater is not treated or where the system will need to be updated. Development of areas across the Northern Beaches also means that additional work is required to ensure that the quality of our natural aquatic systems is maintained and enhanced.

The Clear Waters Program aims to deliver treatment systems to ensure that the natural waters of the Northern Beaches are preserved and enhanced over the next ten years. This would be achieved by the prioritisation and delivery of various high priority small to medium sized stormwater treatment units over the next ten years.

6. STORMWATER APPENDICES

6.1 Critical Stormwater Assets

Table 13 Critical Stormwater Infrastructure Assets

Asset Number	Asset Description	Suburb	Inspection Schedule Code
PITS			
SPP01391	Inlet headwall at rear of 26 Wyarama Street, Beacon Hill	FRENCHS FOREST	S_PITINSP3M
SPP01446	Sth Curl Curl Rock Pool outlet with screen	CURL CURL	S_PITINSP3M
SPP03448	Freshwater beach outlet (N) with screen	FRESHWATER	S_PITINSP1M
SPP10399	Headwall @ rear of Tafe old pitt rd	BROOKVALE	S_PITINSP3M
SPP12644	Stormwater Pit - Fishermans beach outlet Florence Ave - with safety screen	COLLAROY	S_PITINSP3M
SPP12682	Ocean Grove Stormwater Outlet with Tideflex valve	COLLAROY	S_PITINSP3M
SPP12712	Anzac Avenue Stormwater Outlet - with Tideflex valve	COLLAROY	S_PITINSP3M
SPP12771	Goodwin st Narrabeen - beach outlet with Tideflex valve	NARRABEEN	S_PITINSP3M
SPP12855	Ramsay St outlet onto beach with Tideflex valve	COLLAROY	S_PITINSP1M
SPP12876	Frazer Street outlet onto beach with Tideflex valve	COLLAROY	S_PITINSP1M
SPP13098	End of Jamieson Pde North - end of GPT - Collaroy	COLLAROY	S_PITINSP1M
SPP13123	Collaroy Rock pool outlet with safety screen	COLLAROY	S_PITINSP3M
SPP13491	Dee Why Beach box culvert outlet with screen	DEE WHY	S_PITINSP1M
SPP13518	Inlet trash rack. Rear of 31 Rayner Avenue, Narraweena	NARRAWEENA	S_PITINSP6M
SPP17475	Freshwater beach outlet (S) with screen	FRESHWATER	S_PITINSP1M
SPP17520	Collaroy Beach Stormwater Outlet with safety screens	COLLAROY	S_PITINSP3M
SPP17532	Near boat ramp fishermans beach - Collaroy	TBA	S_PITINSP3M
SPP50356	Headwall - rear 8 Wilmette Place, Monvale	TBA	S_PITINSP1M-NORTH
SPP40286	HeadWall - rear of Ivanhoe Preschool - Manly Botanical Gardens	MANLY	S_PITINSP1M-SOUTH
WATER QUALITY DEVICES			
SWS00095	Howell Close GPT & Trashrack	TBA	S_PITINSP1M-NORTH
SWS00024	CONC DELTA / 2 SCREENS, JAMIESON PDE, COLLAROY, NORTHERN END OF STREET	COLLAROY	S_GPTCRITICAL1M
SWT00043	AVON ROAD, DEE WHY, RICHMOND / AVON RD END	DEE WHY	S_GPTCRITICAL1M
SWT00045	PIPE ONLY, PITTWATER RD, DEE WHY, IN DEE WHY PARK	DEE WHY	S_GPTCRITICAL1M
SWS00073	GPT North Harbour Reserve, Balgowlah - Capture Bay with Trashrack	BALGOWLAH	S_GPTCN1_MANLY_ CONTRACTOR
PIPES & CULVERTS			
SPC00018	Culvert - Harbord Road @no.188 - South side	BROOKVALE	S_CRITCULV
SPC00021	culvert	BROOKVALE	S_CRITCULV
SPC00029	culvert joining golf course	NORTH MANLY	S_CRITCULV
SPC00031	culvert joining golf course	NORTH MANLY	S_CRITCULV
SPC00032	culvert joining golf course	NORTH MANLY	S_CRITCULV
SPC00033	culvert joining golf course	NORTH MANLY	S_CRITCULV
SPC00036	culvert	BEACON HILL	S_CRITCULV
SPC00037	culvert	CROMER	S_CRITCULV
SPC00038	culvert	CROMER	S_CRITCULV
SPC00055	culvert	DEE WHY	S_CRITCULV
SPC00122	culvert	BROOKVALE	S_CRITCULV
SPC00123	culvert	BROOKVALE	S_CRITCULV
SPC00298	culvert	CROMER	S_CRITCULV
SPC00355	culvert	DEE WHY	S_CRITCULV
SPC00406	culvert	MANLY VALE	S_CRITCULV
SPC21308	culvert	BROOKVALE	S_CRITCULV
SPC21309	culvert	BROOKVALE	S_CRITCULV
SPC21344	culvert	TBA	S_CRITCULV
SPC21345	culvert	TBA	S_CRITCULV

SPC50153	Culvert under 1503 Pittwater Rd -N Narrabeen	TBA	S_CRITCULV
SPC50159	Northern culvert under Coles - Warriewood Square	TBA	S_CRITCULV
SPC50160	Middle culvert under Coles - Warriewood Square;;	WARRIEWOOD	S_CRITCULV
SPC50161	Northern culvert - Jacksons Rd - Under nature strip near Coles - Warriewood Square	TBA	S_CRITCULV
SPC50162	Culvert - Middle - Jacksons Rd South side under footpath	WARRIEWOOD	S_CRITCULV
SPC50189	Northern culvert under Warriewood Square carpark;;	TBA	S_CRITCULV
SPC50190	Middle culvert under Warriewood Square carpark;;;;	TBA	S_CRITCULV
SPC50192	Culvert - South - Jacksons Rd - South side under footpath;;	TBA	S_CRITCULV
SPC50193	Northern culvert under Jacksons Rd - Warriewood	WARRIEWOOD	S_CRITCULV
SPI50637	Pittwater Road, Bayview - 80m south of Cabbage Tree Road;;	BAYVIEW	S_CRITCULV
SPI50638	Pittwater Road, Bayview - 80m south of Cabbage Tree Road;;	BAYVIEW	S_CRITCULV
SPI50639	Pittwater Road, Bayview - 80m south of Cabbage Tree Road;;	BAYVIEW	S_CRITCULV
SPI50640	Pittwater Road, Bayview - 80m south of Cabbage Tree Road	BAYVIEW	S_CRITCULV
SPI52693	PIPE - Jacksons Rd 120m east of Garden St - Middle pipe	WARRIEWOOD	S_CRITCULV
SPI52767	Powder Works Road, 120m south of Ingleside Road;;	INGLESIDE	S_CRITCULV
SPI52768	Powder Works Road, 120m south of Ingleside Road;;	INGLESIDE	S_CRITCULV
SPI53031	Powder Works Road, 120m south of Ingleside Road;;	INGLESIDE	S_CRITCULV
SPI53032	Powder Works Road, 120m south of Ingleside Road;;	INGLESIDE	S_CRITCULV
SPI53033	Powder Works Road, 120m south of Ingleside Road;;	INGLESIDE	S_CRITCULV
SPI53036	Powder Works Road, 120m south of Ingleside Road;;	INGLESIDE	S_CRITCULV
SPI53040	Pipe - Jacksons Rd - 120m East of Garden Street (West pipe)	WARRIEWOOD	S_CRITCULV
SPI56828	Pipe - 5 Bowling Green Lane - Avalon	TBA	S_CRITCULV

6.2 Stormwater Reference Material

No.	Appendix Title	Comments	TRIM / Web link if applicable
6.2.1	Planned Stormwater Renewals – 10 Year Work Program	Trim Link	**2024/174061**
6.2.2	Reactive Stormwater Renewals – Work Schedule	Trim Link	**2024/174061**
6.2.3	Planned Stormwater New – 10 Year Program	Trim Link	**2024/174061**
6.2.4	Planned GPT Renewal – 10 Year Program	Trim Link	**2024/174061**
6.2.5	Clear Waters Program – Unfunded Capital Works		**2024/129918**
6.2.6	Critical Stormwater Assets		**2024/055533**
6.2.7	Asset Management Strategy Objectives	Trim link	**2018/361136**
6.2.8	Gap Analysis Improvements	Trim link	**2014/166252**
6.2.9	Environmental Sustainability Policies, Plans and Strategies	Available online	**www.northernbeaches.nsw.gov.au**
6.2.10	State and Federal Legislation, Policy and Codes of Practice	Available online	
6.2.11	2020 Stormwater Assets Revaluation Summary	Trim Link	**2020/492906**
	2020 Stormwater Asset Revaluation Report	Trim Link	**2020/323667**
6.2.12	Stormwater Asset Condition Rating Manual	Trim link	**2023/481928**
6.2.13	Stormwater Investigation Process Map	Trim Link	**2018/604143**
6.2.14	Draft Stormwater Criticality Matrix	Trim Link	**2013/237752**
6.2.15	Enterprise Risk Management OMS 445	Trim Link	**2014/379127**

6.2.16	Enterprise Risk and Opportunity Management Policy	Trim Link	**2024/140496**
6.2.17	Enterprise Risk and Opportunity Management Framework	Trim Link	**2024/111765**
6.2.18	Stormwater Assets Infrastructure Risk Management Plan	Trim Link	**2021/626491**
6.2.19	New and Amplification Project Ranking Template (SW7)	Trim Link	**2014/166344**
6.2.20	Planned Renewals Project Ranking Template (SW6)	Trim Link	**2014/166338**
6.2.21	Guideline for Preparing Works as Executed Data for Council Stormwater Assets	Trim Link	**2018/156269**
6.2.22	Flood Risk Management Policy	Trim Link	**2017/327792**
6.2.23	Roads and Maritime Service – Stormwater Costs Apportionment Guideline	Available online	**Apportionment of Costs - 2008**
6.2.24	Northern Beaches Council Service Standards for Customer Request Response Times	Included in Appendices	**2024/091663**
6.2.25	Northern Beaches Council's Asset Ownership matrix	Trim Link	**2018/402728**
6.2.26	CCTV Investigation of Stormwater Asset - Guidelines and Checklist	Trim Link	**2020/665004**
6.2.27	Required Maintenance Methodology - Benchmark Appendices	Trim Link	**2024/141811**
6.2.28	SRV - Stormwater Reactive Future Works - Unfunded Program	Trim Link	**2024/130452**
6.2.29	SRV-4.3 - ECC-08 - Enhanced Asset Inspection Program Methodology	Trim Link	**2024/086411**
6.2.30	Stormwater Asset Information as of 30.06.2023	Trim Link	**2024/174059**
6.2.31	SRV-6 - Stormwater Programs - 2023-34	Trim Link	**2024/174061**

6.3 LTFP Funded Capital New Program - Long Term Financial Plan ($000)

	Delivery Program				LTFP					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Planned Stormwater New Works	1,955	1,942	1,930	1,917	1,904	1,892	1,880	1,868	1,856	1,844
Warriewood Valley Creekline Works	-	-	-	-	750	750	800	400	600	750
Oxford Falls Road West Flood Mitigation	3,000	-	-	-	-	-	-	-	-	-
TOTAL	**4,955**	**1,942**	**1,930**	**1,917**	**2,654**	**2,642**	**2,680**	**2,268**	**2,456**	**2,594**

6.4 LTFP Funded Capital Renewal Program - Long Term Financial Plan ($000)

	Delivery Program				LTFP					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Planned stormwater renewal works	4,060	5,972	6,272	6,429	6,583	6,741	6,903	7,075	7,252	7,434
Reactive stormwater renewal works	1,006	1,029	1,053	1,078	1,104	1,130	1,157	1,186	1,216	1,246
Gross pollutant trap renewal works	102	104	106	109	111	114	117	120	123	126
TOTAL	**5,167**	**7,105**	**7,431**	**7,615**	**7,798**	**7,985**	**8,177**	**8,381**	**8,591**	**8,805**

northern beaches council

Buildings Asset Management Plan 2024



Document Control			
		TRIM REFERENCE NO.	2024/168627
Approval Authority	Strategic Asset Management Panel	**Date of First Approval**	17 April 2024
		Next Review Due Date	30 June 2025

Action	**Responsible Officer/s**
Prepared by	Senior Asset Officer – Building Assets
Reviewed by Asset Managers and Finance	Manager, Building Assets - Planning, Design & Delivery Team Leader, Financial Planning & Assets Manager, Asset Strategy & Planning
Reviewed by Asset Owner	Executive Manager Property
Reviewed by Finance	Executive Manager Financial Planning & Systems
Reviewed by Asset Director	A/ Director Transport & Civil Infrastructure
Approved by	Strategic Asset Management Panel (SAMP)

Rev No.	**Date**	**Changes**	**Author/Approver**
Draft	12/4/2024	First draft for review	Senior Asset Officer – Building Assets
V1.0	17/4/2024	Endorsed by Strategic Asset Management Panel Recommended to Council for public exhibition	SAMP

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1. LIFECYCLE MANAGEMENT PLAN

1.1 Asset Overview - Buildings

Northern Beaches Council's Property Business Unit manages the building assets portfolio which has a Gross Replacement Cost of over $800 million of assets. The Building Types covered in this Asset Management Plan are shown in Table 1.

Table 1 Building Infrastructure Assets

Building Type	Examples	No. of Buildings
Administration	Dee Why Civic Centre, Manly Town Hall, Mona Vale Admin	8
Amenities	Public Amenities	68
Aquatic	Manly and Warringah Aquatic Centres	5
Beach	Surf Lifesaving and Swim Clubs	35
Carpark	Whistler St, Peninsula, Bungan Lane	9
Community	Community Centres, Libraries, Youth, Childcare, Scouts	87
Emergency	RFS, RFB, SES, Marine Rescue	23
Operational	Depot and Plant Buildings	52
Recreation	Brookvale Oval and Pittwater Rugby Park	11
Rental	Lakeside Holiday Park, Currawong	115
Sports	Golf, Tennis, Bowls, Football	125
Theatre	Glen Street Theatre	1
Tower	Emergency Ops Centre Tower East & Hut	1
Waste	Council Kimbriki Buildings	5
Total Buildings		**545**

1.2 Building Assets Value

The value of the building portfolio is reviewed every three (3) years as part of our Asset Revaluation program, using a combination of a review of NBC panel contracts, completion of recent new or renewal building assets and reference to Rawlinsons Australian Construction Handbook.

1.2.1 Building Valuation Methodology

Each component deteriorates at different rates. Therefore, each building component has a different useful life. This useful life is further broken down into short life and long life. For example, on a sheet metal roof, the short life of a roof refers to the renewal time range for the roof sheets and the long life refers to the renewal time range for the trusses beneath. The roof sheets are likely be changed multiple times whereas the roof trusses may last the full life of the building. Useful life of building components also changes based on material type such as metal roof, clay or concrete tile, slate or wooden shingles.

This "pattern of consumption" is identified and recorded by Council and provides the basis of the annual depreciation of each building asset component. This is reflected in the final valuation figure and provides Council with important data on when a component is likely to fail or need renewing to meet the required level of service. The detailed depreciation methodology information is contained in

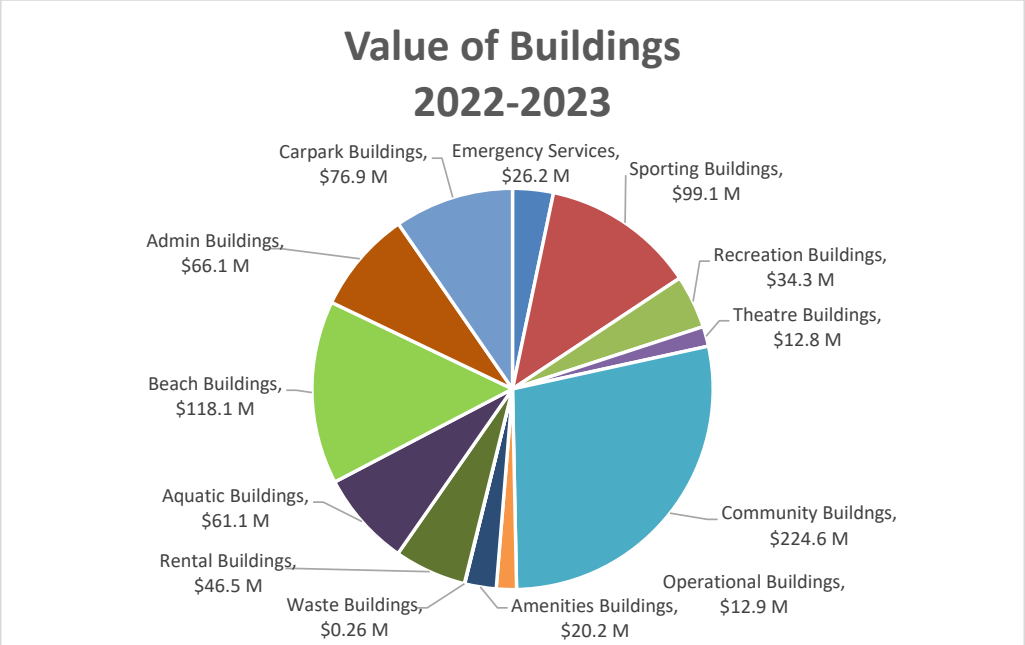
2019/321851 - Northern Beaches Council Depreciation Methodology Framework - Long Life-Short Life Components.

Buildings are further categorised within Technology One to meet requirements of NSW Office of Local Government Integrated Planning and Reporting, requiring buildings to be classified under Note 9 (Investment, etc.) and Special Schedule 7 (SS7) Report on Infrastructure, (Public, Works, Halls, Houses, Museums, etc.) categories.

The current valuation methodology is to value each building asset in-house using recent contracts per square metre build rates for similar building types and unit rates, such as Rawlinsons Australian Construction Handbook, where no recent contracts exist. Exceptions to this are the commercial rental buildings where market value is used. External consultants are engaged to verify the in-house valuations where necessary. A methodology process document has been developed, see 2024/279198 - 2024 Buildings Revaluation Methodology.

Figure 1 below shows the Gross Replacement Cost of the Buildings portfolio as at 30 June 2023.

Figure 1 Gross Replacement Cost Building Assets



1.3 Building Components

Council accounts for each building by maintaining a building asset register within TechOne. Buildings are spatially located within SEA, which cross-references the asset register to provide an easy-to-use interface for finding asset information.

For the purposes of day-to-day management and management reporting, the 542 Council buildings are grouped into 13 major categories as shown in Table 1 above. An additional 46 sub-categories further define each building within the database (see Appendix 15.20).

For the purposes of financial reporting, buildings are separated into 7 main building components as shown in table 2 below. Each building is automatically allocated an asset number in our register for any new record. This building number is prefixed ‘BUI’ (parent asset) followed by a 5-digit number.

The seven (7) standard building components listed in Table 2 are given a corresponding component code prefix followed by the same 5-digit number as the BUI number for that building, allowing easy recognition and database filtering at both a building level and a component level. For small buildings, typically single room spaces or sheds, the single structure (BST) component only is used.

Table 2 Building Components

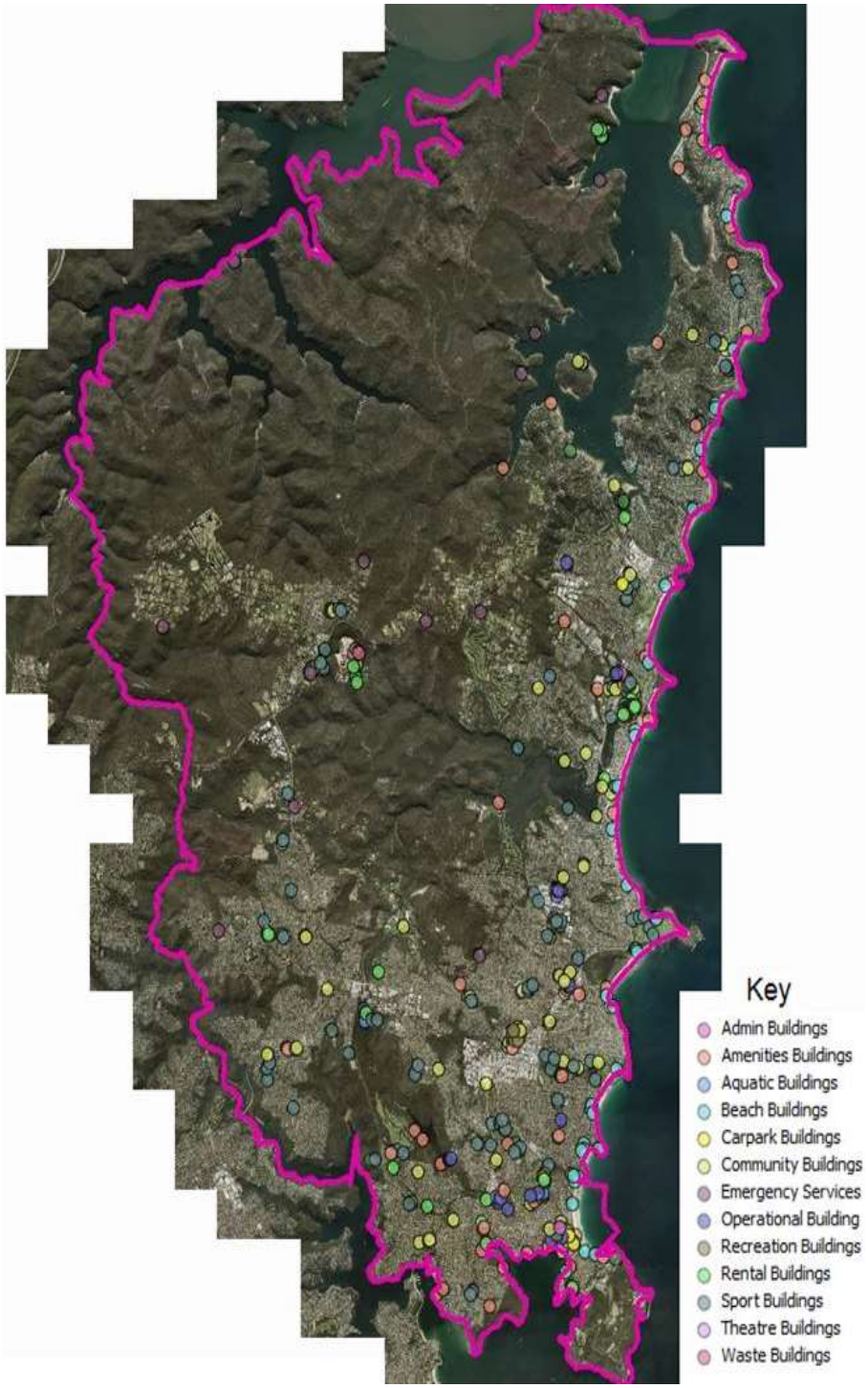
Building Component ID	Component Description
BUI	**Parent Asset ID**
BEL	Electrical
BFI	Internal Finish
BFS	Fire/Security
BME	Mechanical
BRF	Roof
BST	Structure
BTR	Transport

The building naming convention is based according to its location and function, the location being either the suburb in which the building is located or the name of the park or reserve within which it sits. Where there are several buildings in the same location or reserve, the building's spatial location (North, South, East or West) is nominated at the end of the name.

Based on the type, functionality, and location, building components will deteriorate at different rates. For financial reporting and depreciation purposes, each building component has a different useful life.

The locations of our buildings are shown in Figure 2

Figure 2 Location of our Buildings across the LGA



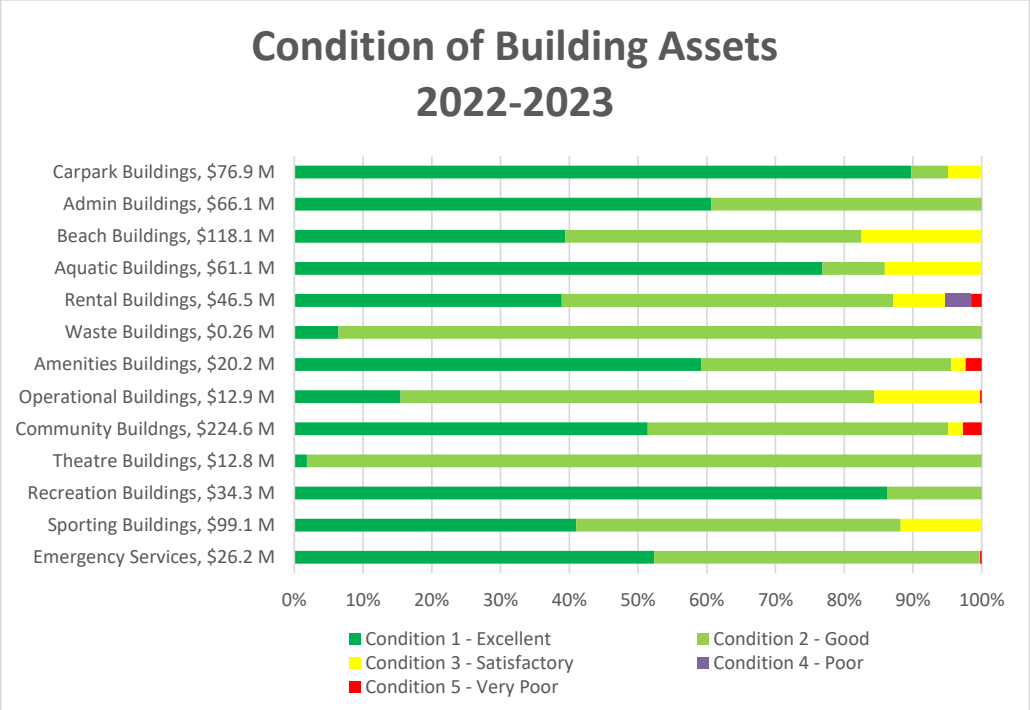
1.4 Asset Condition

Condition assessments are technical inspections carried out to evaluate the physical state of our infrastructure assets. The condition helps inform both our maintenance and long-term planning of our asset renewal needs.

Our condition methodology is outlined in 2015/254779 Condition Rating Manual – Buildings 2024. We have adopted an advanced asset management approach, using a 1-10 rating system for assessing the 'Technical Condition' of our assets, which aligns to the NSW Office of Local Government's (OLG) *Report of Infrastructure Assets*[1] 1-5 condition rating scale.

The current condition of our building assets is as per Figure 3 below.

Figure 3 Condition of Building Assets



From the 2023 condition assessment, 55% of building component assets were rated as excellent condition, 37% were rated at good condition and 6% were rated at satisfactory condition. The remaining 2% were rated below average. This is reflective of some components within the buildings nearing their end of useful life and requiring renewal or where components have been deliberately selected for a "run to fail" approach where buildings not currently planned to be renewed are maintained to keep them "fit for purpose" Ultimately, these buildings may not be required in their current form and be demolished. The land may then either be sold to enable the provision of other new assets or re-purposed as part of a property consolidation. In all cases, the goal in managing Council's property portfolio is to ensure the most effective provision and utilization of the community's property assets to meet the needs of the community both now and in the future.

[1] Previously named Special Schedule 7

1.5 Building Asset Condition

Council undertakes regular building condition assessments to collect sufficient data to make informed strategic asset planning and management decisions. A customised template tool has been developed by staff to be used when assessing the condition of all buildings, see 2024/266975 - Council Buildings Revaluation - Condition data spreadsheet template.

Condition inspections of all buildings are conducted periodically. These inspections are scheduled using a staged approach each year and form the basis for an ongoing program. A full inspection and assessment of over 90% of buildings was undertaken over September 2023 to April 2024 as part of the Office of Local Government 3-yearly revaluation timetable for buildings. This assessment was done at the component level for each building. Desktop and or sample condition inspections are conducted during other years.

Building assessment generally comprises:

- Physical inspection of a building to assess the actual condition of the building and its components:
  - Building fabric (substructure, structure, roof, linings, finishes and fixtures etc.),
  - Plant and equipment (heating, ventilation, air conditioning, fire protection, lifts, etc.),
- Identification of both short-term maintenance works, and longer-term potential renewals or refurbishments required to bring the condition of the building fabric, plant and equipment up to, or maintain it at, the condition of 5 or 6 (average) or level 3 or 4 (good) or level 1 or 2 (excellent) depending on the importance of the building
- Ranking of these maintenance works and longer-term renewals in order of priority, and
- Determination of actions by the assessor to mitigate any immediate risk until remedial works or other actions can be taken to address problems.

1.6 Asset Capacity and Performance

Our Condition Assessment tools and practices are building from our core level of condition assessment to an advanced level of Asset Management, and now incorporate asset function and capacity reporting capability. These attributes respectively assess an asset's ability to cater for the level of use it is subjected to and an assets compliance with Australian standards and construction requirements. We are adopting a staged implementation for incorporating these into our asset inspection and monitoring processes.

1.7 Acquisition and New Assets

New assets are those that did not previously exist, or works have resulted in an upgrade or improvement to an existing asset beyond its existing capacity and or function.
New assets can arise through:

- Construction works funded through Council as per the adopted Delivery Program, funded through Council funds, grants, developer contributions, sale of assets/land
- Construction of infrastructure gifted to Council from developers
- Infrastructure gifted to Council from other bodies, such as the State Government or bequests
- Fitout infrastructure acquired due to expiry of lease

During the financial year (2023/2024), we are planning the following new assets:

- Little Manly Point Amenities
- Manly West Park Shed
- Warriewood Valley Community Centre

The functional impact of adding new building assets is an increased level of service to the community. The overall cost impact is often negligible as we expect an increase in maintenance and operational costs where floor area has increased but a decrease in maintenance costs of the new materials and plant. Notable exceptions are the addition of new plant items that did not exist prior, such as lifts or fire equipment systems, that have strict maintenance regimes and associated costs.

Our 10-year capital new works program is shown in Table 3 below. Details of this program can be found in Section 6.3 Capital New - Long Term Financial Plan

Table 3 Capital New Program - Building Infrastructure Assets ($000)

	Delivery Program				LTFP					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
TOTAL	22,330	6,815	-	-	-	-	-	-	-	-

Note: Some capital new projects have an element of renewal as they are considered upgrades to the existing asset, and these projects are split in the Long Term Financial Plan, however the total figures remain the same.

1.8 New Asset Selection Criteria

New assets and upgrade/expansion of existing assets are identified from various sources including community requests, Council resolutions, grant availability and proposals identified by strategic plans, which are developed in conjunction with Councillors, community, and other organisations.
Our works programs are developed using input from all stakeholders as above cross-referenced against technical condition.

1.8.1 Standards and Specifications

The design and construction of each new asset is undertaken in accordance with the NBC Capital Works Project Management Methodology (CapexPMM). CapexPMM is a Promapp business process mapping tool, incorporating Prince2 project management methodology, that consists of Start-up, Planning, Design Delivery, Construction Delivery and Post Delivery phases, to ensure a consistent and professional approach to capital projects. Standards, specifications, and handover processes are included in CapexPMM methodology.

Acquisition of assets methodology follows the Post Delivery phase of the CapexPMM including the handover process.

1.9 Operational Activities

Operational activities are recurrent activities that are continuously required to provide services.
The following activities are considered operational:

1.9.1 Facilities Management Team:

- Cleaning – housekeeping / hygiene
- Consumables – toilet paper, washing up detergent, key replacement
- Garden and vegetation management
- Indoor plant hire
- Pest control
- Portaloo hire
- Security monitoring and callouts
- Sullage pump out
- Staff costs – general administrative costs including travel, uniforms, staff training, administration, IT equipment, accommodation, motor vehicles
- Staff management
- Testing and tagging of electrical equipment
- Waste disposal, rubbish removal

1.9.2 Building Assets Team:

- Asset inspection
- Asset condition reports
- Asset data collection

- Asset inspection
- Asset mapping
- Asset reporting
- Asset revaluations including schedules

1.10 Maintenance Activities

Maintenance activities are actions for retaining the asset as near as practicable to an appropriate service condition including regular on-going day-to-day work necessary to keep assets operating. These activities are not intended to improve the condition of the asset but retain it from degrading or deteriorating to a condition where it will no longer operate as designed.

Maintenance activities can be routine (i.e. undertaken at regular planned frequencies) or reactive (i.e. in response to an event or issue).

Building maintenance is managed by Council's Facilities Team who has extensive technical skills and building management experience. Maintenance work is undertaken by a mix of Council trades' staff and external service providers, who are engaged via a panel of trade services contractors, who are used for responsive maintenance, when internal staff resources are fully utilised. Specialist contractors are engaged under fixed term or one-off contracts to undertake specialist planned and responsive maintenance e.g. air conditioning services and lift maintenance. Cleaning services are provided under formal fixed term contract arrangements. Other smaller specialists' works may be engaged on an ad-hoc basis as required in accordance with Council's procurement policies.

Council leases and licences the occupation and use of a number of building assets to community groups, sporting clubs, and private enterprises. As such, Council's Facilities Team works closely with the Commercial Property Team to ensure that maintenance is undertaken to support the needs of the tenants and building users. To ensure tenants and licensees are aware of their maintenance responsibilities, all agreements specify a clear delineation of the difference between operations, maintenance and renewal is included, as well as transparent allocation of responsibilities for each party.

1.10.1 Routine Maintenance

Routine maintenance is regular planned work that is identified and managed through our maintenance systems and processes (i.e. planned maintenance schedules). Routine maintenance activities include those listed in Table 4 below.

Table 4 Routine Maintenance Activities for Buildings

Asset Maintenance Activities	Hierarchy (1-4)	Frequency	Comments
Air Conditioning	1/3/4	M/Q/HY/Y	Dependent upon plant and equipment installed
Alarms (Security)	3	Yearly	Can be more frequent depending on facility type
Alarms (Fire)	1	Monthly	Mandatory
Asbestos containing materials management	2/4	As required	Condition based.
Back-flow prevention devices	1	Yearly	Mandatory
Carpet deep cleaning	3	Daily/Weekly	Condition based. Earlier or later if required.
Cooling Towers	1/2/3	Monthly/Quarterly	Mandatory
Emergency and Exit lighting	1	6 Monthly	Mandatory
Fire Dampers	1	20% per year	Mandatory
Fire Extinguishers	1	6 Monthly	Mandatory
Flame- retardant spray	1	10 - 15 years	Mandatory
Floor coverings partial renewal	4	10 – 20 years	Condition based
General property inspection	3	3 yearly	As minimum
Generator Service	3	Quarterly	As minimum

Grease traps	1	Quarterly	Mandatory
Fall Arrest Systems	1	Yearly	Mandatory
Lifts	1/3	Quarterly	As per manufacturer's requirements
Painting	4	7 yearly	Condition based. Earlier or later if required.
Pool maintenance (chlorine, filtration, etc.)	2/3	Daily	Dosage will vary depending on demand
Pressure Vessel Testing	1	Yearly	Mandatory
RCD Testing	1/2	Yearly	Mandatory
Roof and gutter inspections and cleaning	3	M/Q/HY/Y	Condition based.
Smoke Alarms	1	6 Monthly	Mandatory
Thermostatic mixing Valves	1	Yearly	Mandatory
Thermographic Scanning of Switchboards	2/3	Yearly, Selective	Also, on an as needs basis
Amenities cleaning	3	Daily/ Twice weekly	Depends on usage patterns and demand
Electrical tagging of appliances	1/2	Annually	Condition based. Earlier or later if required.
Garden maintenance	3	Weekly	Depends on type of plants, usage of area and for what purpose
Kitchen cleaning	2/3	Daily	Also, on an as needs basis
Pest control	3	Monthly for offices	May demand more frequent control depending on type of facility
Window cleaning	4	6 Monthly	Condition based. Earlier or later if required.

Hierarchy: 1- Mandatory, 2 - Health and Safety, 3 - Operational, 4 – Periodic

1.10.2 Reactive/Responsive Maintenance

Reactive or responsive maintenance is unplanned work carried out in response to a failure or issue with the asset. Customers can submit service requests through our Customer Request Management (CRM) system, via our website or through our Customer Service Centres. Staff are also able to report issues through CRMs.

Reactive maintenance activities include:

- **Corrective and breakdown maintenance** - restores an asset to operational condition following an unforeseen failure.
- **Incident maintenance** - brings an asset back to an operational or safe condition following damage caused by storms, fire, disaster, forced entry, misuse, or vandalism.

The response to any specific maintenance problem depends upon many factors which need to be weighed. The Facilities Team use their professional expertise and judgement, consulting technical standards, and seeking further advice as necessary to develop the most appropriate course of action. Some factors that are considered when performing maintenance include:

- Risk levels and likely residual risk following completion of works
- Urgency / criticality of the works
- Council's business needs
- Impact on ongoing operations
- Current condition
- Service level agreements
- Council's contractual and legal obligations
- Technical performance
- Regulatory compliance
- Availability of resources
- Value for money
- Energy and water efficiency
- Alternative design solutions

In order to manage customer expectations, control workflow and ensure that each maintenance task is dealt with appropriately, responsive works are prioritised in accordance with Table 5. Each task created is allocated a priority accordingly and forwarded to Council's trade services contractors and other contractors who are required to respond within their contractual agreed time frames.

Table 5 Reactive Maintenance Priorities for Building Infrastructure

No	Priority	Example	Response
P1	Emergency Requests	Major system or utility failure, safety hazard, security breach, or event that has an immediate, serious and ongoing adverse impact on the Council's or a tenant's business operation, may result in serious damage to property or injury to persons. Emergencies requiring attendance of public emergency services should first be raised by calling '000'.	Council representative will respond within 30 minutes and will be onsite within 2 hours.
P2	Urgent Requests	Significant system, utility failure, security breach or event. Works that must be initiated to prevent rapid deterioration of property or risk of personal injury.	Council representative will be onsite within 1 business day.
P3	Routine Requests	Normal requests for maintenance to be undertaken resulting from minor service failures or events.	Council representative will be onsite within 5 business days.
P4	Deferred Works	Miscellaneous requests for maintenance to be undertaken that have little impact upon the normal operation of a facility. Works that have been downgraded from a higher priority or follow up works necessary to complete an earlier higher priority request.	Facilities will advise the customer of anticipated completion time. Otherwise default is 6 weeks to complete.

Responsive/Reactive maintenance tasks are identified and captured in several ways:

Council Staff

Council staff can report maintenance concerns or make specific maintenance requests via the Facilities Helpdesk (TEAMS, email and telephone) or Customer Service. Requests are entered into Council's Asset Management System, Technology One. A task is generated and actioned via the Facilities dispatch process to an appropriate resource to carry out the necessary action.

External Customers

Council operates a 24 hour a day Customer Service centre which takes calls from the public, tenants, and user groups. Where these requests are to report maintenance items the calls are logged into the Asset Management System which automatically generates tasks that are allocated to the Facilities Team to take appropriate action.

Additionally, Council's website contains a 'Request a Service' portal wherein any person with internet access can lodge details of a maintenance request or complaint. These entries automatically lodge the request into the Asset Management System and generate tasks in the system, which are allocated to the Facilities Team to take appropriate action.

Contractors

Contractors cleaning public amenities can report maintenance issues within and around the amenities that they clean using a mobile application. The application can capture text and images and is formatted with drop down selection fields and tick boxes for ease of use in the field. Submissions automatically generate tasks within the Asset Management System and allocate them to the Facilities Team for action. This mechanism is particularly effective for the early capture of building vandalism and toilet blockages.

Other contractors undertaking planned or responsive maintenance tasks using Council's mobile Asset Management System have the ability to report observations and findings including recommendations for further works. This enables the Facilities officer monitoring the work to take follow up action as necessary. Contractors are also encouraged to report by telephone any other maintenance needs they may have noticed.

Facilities Team

Members of the Facilities Team can create tasks directly into the Asset Management System. Requests may have been received by e-mail to an individual, who can then create a relevant task and take action. Facilities officers frequently visit buildings and, whilst attending, undertake ad-hoc informal inspections that often identify responsive type maintenance required. Where this occurs, the officer creates a task directly in the Asset Management System.

1.10.3 Maintenance Budget

Maintenance budget levels are inadequate to meet the current and projected service levels, which may be less than or equal to current service levels, but more likely higher. During the last few years, maintenance budgets have been reduced due to budgetary constraints including response to the Covid pandemic and Emergency Services Levy. Together with reduced renewal funds, this has led, and continues to lead, to higher maintenance costs as buildings are repaired continually instead of being renewed due to a lack of available capital renewal funds.

This is described further in Section 4- Summary of Emerging Issues and Section 5 – Unfunded Programs.

The current maintenance expenditure forecast in AMP is based on the current year increased by CPI over the 10-year period. The process for budget planning has been based on historical spend, usually pro-rated of the year-to-date costs at the time of budgeting but including any known contract increases or activities. This is also cross-referenced against maintenance ratio against GRC expected between 1-1.5%.

Emerging issues for maintenance are repair cost increases due to an increase in storm intensity due to climate change. HVAC systems are being utilised more often with subsequent increase in wear and tear due to the warming climate and more extreme hot weather days. According to IPCC, 2021: Summary for Policymakers, Council should expect these costs to continue to rise until the end of the century.

Council has also seen an increase in regulatory compliance costs with items such as fire compliance, bushfire compliance, employee/contractor safety, and employee wellbeing being more prominent and expected to remain that way.

The bottom-up approach to maintenance cost calculation is seen as a point of future improvement.

The projected 10-year lifecycle costs for building assets includes CPI, new, renewal, maintenance, operational and disposal costs. Further details can be found in Section 1.14 Forecasted Lifecycle Costs.

1.11 Asset Renewal

Renewal work is major work which restores, rehabilitates, replaces, or renews an existing asset to its original service potential. Work over and above restoring an asset to its original service potential is considered an acquisition and will require additional future operational and maintenance costs. Assets requiring renewal are identified by:

- Data in the asset register projects the remaining useful life of a building and therefore the year renewal is required,
- Building condition data which provides the status of the actual physical condition of buildings, and
- Customer feedback.

Our 10-year capital new works program is shown in Table 6 below. Details of this program can be found in Section 6.4 Capital Renewal - Long Term Financial Plan

Table 6 Capital Renewal Program - Building Infrastructure Assets ($000)

	Delivery Program				LTFP					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
TOTAL	4,695	8,024	8,656	8,994	9,922	10,158	10,699	10,964	11,238	11,519

1.11.1 Renewal Program Preparation

Our approach to renewal is to deliver renewal in line with depreciation expense to ensure that the assets are maintained at the appropriate condition. Large one-off renewals of buildings, such as the renewal of the Warringah Aquatic Centre, must be planned and accounted for considering the financial resources for the whole organisation.

In some cases, it is not considered financially viable to renew a building which has a deteriorating condition and therefore increasing depreciation expense. Renewal costs are weighed up against current and predicted future use to determine the course of action.

We prepare our renewal programs and projects to meet the level of service objectives by:

- Planning and scheduling renewal projects to deliver the defined level of service in the most efficient manner,
- Undertaking project scoping, in the year(s) prior to the project delivery, to identify:
    - the service delivery 'deficiency', present risk and optimum time for renewal,
    - the project objectives to rectify the deficiency,
    - the range of options, estimated capital and life cycle costs for each option that could address the service deficiency,
    - evaluate the options against evaluation criteria, and
    - select the best option to be included in capital renewal programs.
- Using 'low cost' renewal methods (cost of renewal is less than replacement) wherever possible, and
- Procuring the right quality of builder to deliver excellent renewal outcomes.

1.11.2 Renewal Program Prioritisation

There are three key drivers used to prioritise the capital works program selection:

- **Asset condition**: The condition assessment undertaken on each building asset component, along with its depreciation and replacement cost determines the estimated remaining useful life and indicative renewal time frame to maintain the building. Further, repeat failures identified through maintenance logging may also indicate the need for renewal.
- **User requirements**: Each building is assessed for suitability to the needs of the building users. These user needs are generally based on either capacity or functional requirements. A building may be in a condition that does not indicate the need for renewal, but if the service it provides is redundant or does not meet the needs of any user, the building is not delivering the right level of service to the community.
- **Financial business case**: The level of investment required to operate, maintain and renew the building over its life is essential information to be able to justify whether a project or program of works will deliver a level of service in a financially sustainable manner.

Further work is required and identified as an improvement to prioritise asset renewal across asset classes.

1.11.3 Renewal Practices

All works are designed and constructed in accordance with the latest building codes (Building Code of Australia) and standards (Australian Standards). This includes health and amenity, fire safety, energy efficiency, accessibility, waste and the like. Council sustainability standards also feature prominently in all renewals.

1.12 Infrastructure Backlog

Infrastructure backlog is described as an estimate of the cost to renew or rehabilitate existing assets that have reached the condition-based intervention level adopted by Council.

The infrastructure backlog as at 30 June 2023 for our Building Assets is shown in the table below, as reported in the Annual Financial Statements, shown in Table 7 below.

Table 6 Infrastructure Backlog for Building Infrastructure Assets

Asset Class	Infrastructure Backlog FY 2022/23
Buildings	**$5,870,000**

The development of renewal programs aims to target assets in poor and very poor condition whilst balancing risk to determine the priority of undertaking renewal works. The level of funding may influence renewal priorities and strategies for assets in poor condition.

The infrastructure backlog for our Building Assets is shown in Table 8 and Figure 4 below and shows an increasing level of backlog over the last four (4) financial years.

Table 8 Infrastructure Backlog for Building Assets

Financial Year	Infrastructure Backlog
2022-2023	**$5,870,000**
2021-2022	**$5,966,000**
2020-2021	**$5,710,000**
2019-2020	**$3,697,000**

Figure 4 Infrastructure Backlog for Building Assets

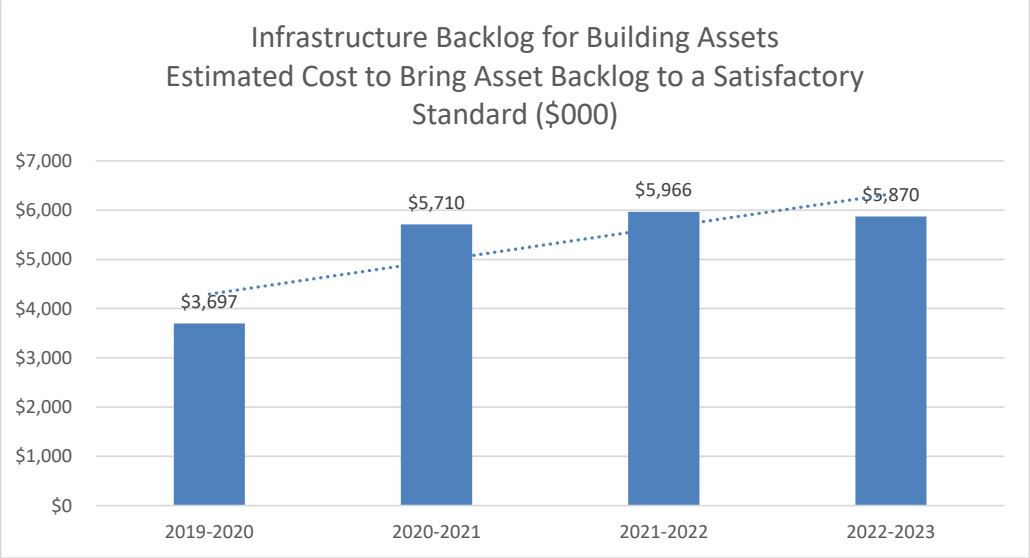


Table provides details of how the buildings infrastructure backlog is currently being addressed for Condition 4 and 5 assets.

Table 9 Proposed Treatment for Buildings Infrastructure Backlog

Building	Reason

Ivanhoe Park Preschool	Being replaced by a park, expected 23/24
Manly 40 Stuart St Dwelling	Being replaced by a park, expected 23/24
Warringah Recreation Centre Clubhouse	Being demolished/replaced with a new complex 24/25
Warringah Recreation Centre Squash Courts	Being demolished/replaced with a new complex 24/25
Boondah Reserve Field 5 Amenities	Being replaced by a park, expected 25/26
Newport 62 Hillside Road Dwelling	Being replaced by a nature reserve, expected 25/26
North Manly Bowling Club	Being replaced by PPP process 25/26
North Manly Bowling Club Shed	Being demolished PPP process 25/26
Warriewood Meals on Wheels	Being replaced by a new building, expected 25/26
Warriewood Nelson Heather Centre	Being replaced by a new building, expected 25/26

1.13 Asset Disposal

Disposal includes any activity associated with the disposal of a decommissioned asset including sale, demolition or relocation. Disposing of building assets follows identification based on:

- Under utilisation
- Obsolescence
- Current service provision exceeds required level of service
- Uneconomic or inefficient to upgrade or operate
- Policy change
- Service may be provided by other means (e.g. private sector or other government department)
- Potential risk of ownership (e.g. financial, environmental, legal, social, vandalism)

Council will continue to strategically consider the suitability and potential disposal of buildings within the existing portfolio to address the needs of the community. This evaluation will be based on:

- Demographics and community preferences
- Suitability of existing buildings/complexes and ability/cost of improving and/or augmenting
- Non-ownership options, achieving desired social outcomes by contribution to community owners of suitable assets (e.g. community trusts, private owners)
- Existing Council owned community facilities in the catchment area
- Availability of privately owned facilities such as meeting rooms in Clubs
- Usage patterns
- Site selection
- Level of Service provided
- Cost/benefit analysis, taking into account cost recovery, sales, operating and maintenance costs, initial construction costs and subsequent operating and capital renewal costs, i.e. full life-cycle costs

Council is committed to its involvement with the supply of buildings and any consideration of future disposals will be measured against the effect on the community and Council's commitment.
Building assets identified for possible future disposal are shown in Table below:

Table 10 Future Disposals - Buildings

Asset	Reason for Disposal	Estimated Timing
Ivanhoe Park Preschool	Function Issue	2023/24
Manly 40 Stuart St Dwelling	Function Issue	2023/24
Warringah Recreation Centre Clubhouse	Function Issue	2024/25
Warringah Recreation Centre Squash	Condition Issue	2024/25
Boondah Reserve Field 5 Amenities	Condition Issue	2025/26
Newport 62 Hillside Rd Dwelling	Condition Issue	2025/26
North Manly Bowling Club	Function Issue	2025/26
North Manly Bowling Club Shed	Function Issue	2025/26
Warriewood Meals on Wheels	Condition Issue	2025/26
Warriewood Nelson Heather Centre	Condition Issue	2025/26

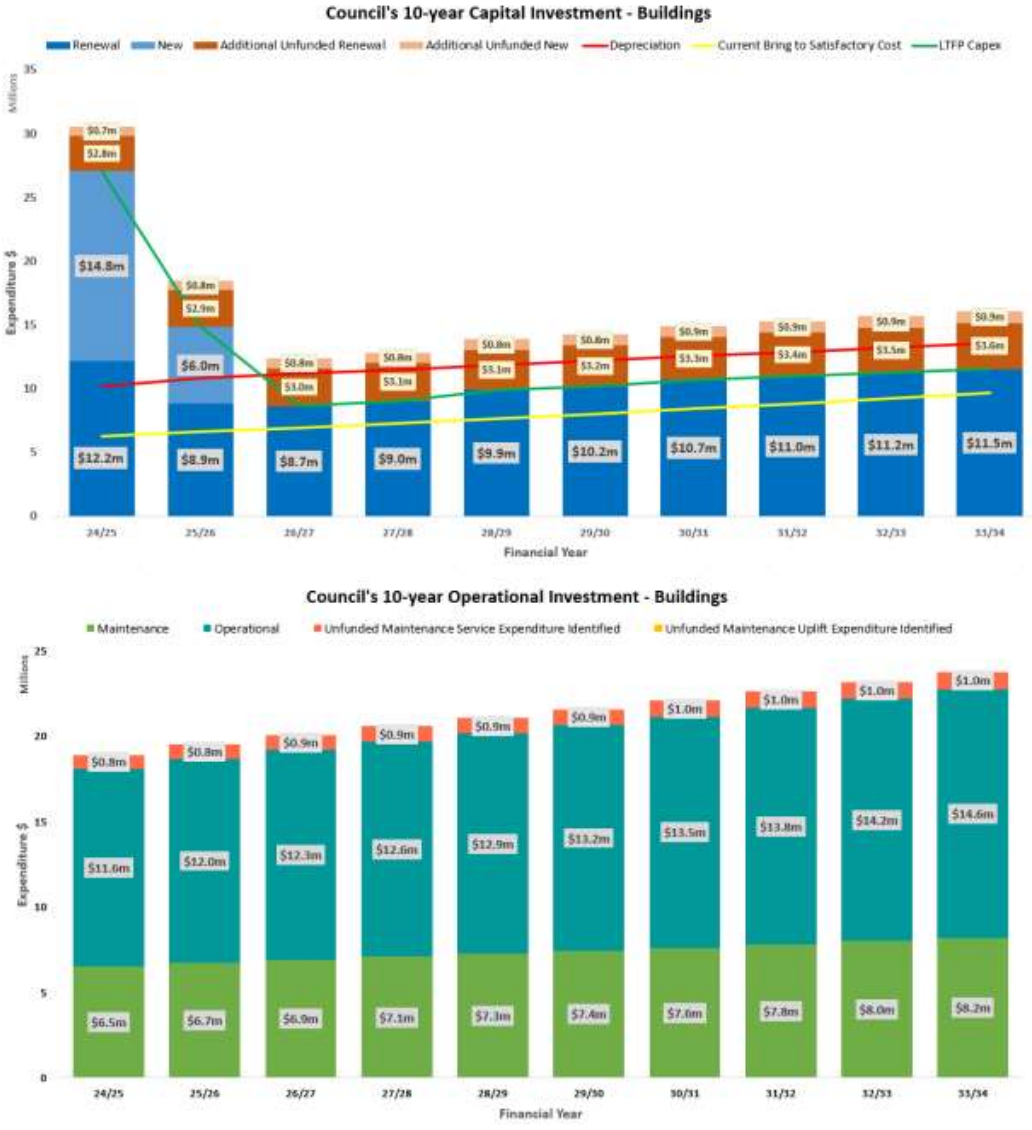
The future disposed assets will have minimal impact on income as most are replacements of existing

buildings apart from 40 Stuart Street, Little Manly where there will be a permanent loss of rental income as this site will be turned into parkland.

1.14 Forecasted Lifecycle Costs

The various capital and operational programs presented above are shown in Figure 5 below and represent the forecasted lifecycle costs over the next 10 years from the Long Term Financial Plan.

Figure 5 Building Asset Expenditure



1.15 Asset Management Roles in Business Units

Asset management roles have been assigned to ensure all associated asset management procedures are assigned a responsible officer. Roles also dictate review, compliance, emergency, legal and approval processes for building asset management, as shown in figure 6 below.

Figure 6 Roles and Responsibilities in Asset Management

Team	Responsibilities
Executive Manager	Determines strategic objectives of the Property business unit and associated building asset class. Networks to Council Executives and government agencies. Interaction with Council Committees and Councillors. The Executive Manager is the responsible asset owner for this Asset Management Plan.
Manager Building Assets – Planning, Design and Delivery	Responsibility for the management of Council's building portfolio including capital new and capital renewal program planning, design and delivery, asset disposals, maintaining asset registers, mapping, asset revaluations, investigations, owner's consent to minor works on Council buildings and financial reporting.
Senior Asset Officer	Responsibility for maintaining and updating the building asset attribute information and Asset Management Plan, including coordination of building assets revaluation. Building insurance schedule maintenance. Building owner's minor works consent liaison and review. Public toilet user group alternative.
Facilities Management and Services	Responsibility for the management of Council's building portfolio including facilities maintenance and operations (programmed and reactive), building trades and hospitality services.
Property Commercial and Tourist Assets	Responsibility for the management of Council's building portfolio including leasing, licencing, land dealings, Council cemeteries (Manly and Mona Vale), Council tourist assets (Lakeside Holiday Park, Currawong Beach Cottages, Pittwater Golf Centre, Avalon Golf Course, Warringah Recreation Centre).
Local Emergency Management Officer (LEMO)	The Resilience and Emergency Management Coordinator is Council's Local Emergency Management Officer (LEMO) as required by the State Emergency and Rescue Management Act, 1989 providing executive support to the Local Emergency Operations Controller (NSW Police) and all emergency services/supporting agencies. The LEMO is also the delegated Chair of the Local Emergency Management Committee (LEMC).
Director - Transport and Assets	Financial delegation for approval of works. Chairperson for the Strategic Asset Management Group (comprises Executive Manager representatives from all asset categories, Finance and Strategic Planning)
Chief Financial Officer	Provides strategic guidance regarding financial management of building assets and audits.
Chief Executive Officer	High level analysis of asset performance with particular attention to being a high performing Council in Asset Management.

2. ASSET MANAGEMENT IMPROVEMENTS

The identification of improvements is based on:

- Requirements due to new regulatory requirements such as Office of Local Government
- Requests for information from internal stakeholders or community
- Recommendations from internal and external audits
- Ongoing best practice methodologies such as IPWEA or ISO55001
- Internal review of our asset management practices

These improvements are included in our Asset Management Improvement Plan in Section 11.2 of 2024/002578 - 2023 Northern Beaches Council Infrastructure Asset Management Plan (AMP)

3. BUILDINGS RISK REGISTER

Risk management is an important part of asset management planning. The purpose of infrastructure risk management is to document the findings and recommendations resulting from identifying, assessing and treating risks across our infrastructure portfolio. The risk will change over time, and our assessments are completed periodically to ensure the management of our risks is valid and appropriate for the time. Our infrastructure risk management assessments and plans have identified high, medium and low risks across our asset portfolio.

The NBC Enterprise Risk and Opportunity Management Policy[2] and Enterprise Risk and Opportunity Management Framework[3] have been utilised in the risk assessment of infrastructure assets. These documents provide a consistent, systematic and considered approach to the identification, management and reporting of risk across the organisation. Council's approach to Enterprise Risk and Opportunity Management (EROM) is consistent with the Australian/New Zealand Risk Management Standard: AS/NZS ISO 31000:2018.

The Buildings Risk Register Table 11 below identifies the infrastructure risk profile for Buildings assets and describes the controls measures identified address these risks.

[2] 2024/140496 - Enterprise Risk Management Policy - Update (Feb 2024)
[3] 2024/111765 - 6.19 - Enterprise Risk Opportunity Management Framework

Table 11 Buildings Risk Register

Risk Reference Number	Risk or Opportunity Description	Root Causes / Situations where the risk or opportunity may arise	Consequences	Inherent Risk (with NO controls)			Residual Risk (with controls in place)			
				Likelihood	Consequence	Inherent Risk Score	Current Controls	Likelihood	Consequence	Residual Risk Score
BUILD-01	HVAC (Heating, Ventilation & Air Conditioning) service failure	HVAC service failure due to maintenance or renewal issues causing asset failure	HVAC service failure to Council offices. Unacceptable working environment.	1. Almost Certain	1. Minor	Medium	Maintenance contract - Inspection & Maintenance	2. Likely	1. Minor	Low
BUILD-02	Potential for exposure to asbestos in buildings constructed prior to 2004	Exposure due to asbestos containing material	Release of asbestos fibers. Staff or public exposure.	5. Rare	4. Major	Medium	Asbestos register. Contractor maintenance.	5. Rare	4. Major	Medium
BUILD-03	Potential for exposure to lead, SMF & PCB in buildings constructed prior to 2004	Exposure due to lead based paint, SMF (synthetic mineral fibre) insulation & PCB (poly chlorinated biphenyl) light fittings	Staff and/or public health affected.	5. Rare	1. Minor	Low	Hazmat register. Contractor maintenance.	5. Rare	1. Minor	Low
BUILD-04	Cooling towers - potential for public safety incidents from exposure to legionnaires disease	Legionella bacteria growth in cooling towers	Legionella outbreak in the community.	3. Possible	5. Severe	Extreme	Maintenance contract - Inspection & Testing	5. Rare	5. Severe	High
BUILD-05	Fire detection/suppression systems fail to operate	Hardware or software not operating correctly due to malfunction, physical damage, user error, incorrect operating environment, wrong hardware, poor condition or software error	Fire damage/injury/death due to detection failure	3. Possible	4. Major	High	Maintenance contract - Inspection & Testing	4. Unlikely	4. Major	Medium
BUILD-06	Firefighting equipment failure to operate	Hardware not operating correctly due to malfunction, physical damage, user error, incorrect operating environment or poor condition	Fire damage/injury/death due to equipment failure	3. Possible	4. Major	High	Maintenance contract - Inspection & Testing	4. Unlikely	4. Major	Medium
BUILD-07	Annual Fire Safety Statements not submitted	Human error	Council served with fire order. Failure to fulfill statutory compliance requirements	3. Possible	4. Major	High	Maintenance contract - Inspection & Testing	4. Unlikely	4. Major	Medium
BUILD-08	Exit doors blocked during an emergency	Doors jambed shut due to hardware issue or blockage due to items such as boxes, pallets or cars	Fire damage/injury/death due to blocked fire exits	3. Possible	5. Severe	Extreme	Maintenance contract - Inspection & Maintenance	5. Rare	5. Severe	High
BUILD-09	Exit doors not closing properly allowing spread of fire or illegal entry of persons causing theft or vandalism	Hardware or software not operating correctly due to malfunction, physical damage, user error, incorrect operating environment, wrong hardware, poor condition or software error	Fire damage/injury/death and or theft/vandalism due to fire door malfunction.	3. Possible	5. Severe	Extreme	Maintenance contract - Inspection & Maintenance	4. Unlikely	5. Severe	High
BUILD-10	Stairs, platforms, stages & balustrades - potential for public safety incident due to fall from height	Fall from height due to maintenance or renewal issues causing instability or asset failure	Serious injury or death from stairs, etc. failure	3. Possible	5. Severe	Extreme	Maintenance contract - Inspection & Testing	5. Rare	5. Severe	High

Risk Reference Number	Risk or Opportunity Description	Root Causes / Situations where the risk or opportunity may arise	Consequences	Inherent Risk (with NO controls)			Residual Risk (with controls in place)			
				Likelihood	Consequence	Inherent Risk Score	Current Controls	Likelihood	Consequence	Residual Risk Score
BUILD-11	Roof workers - potential for tradesperson safety incident due to fall from height	Fall from height due to inadequate safe work method/implementation and or lack of roof access safety system	Serious injury or death from stairs, etc failure	3. Possible	5. Severe	Extreme	Maintenance contract - Inspection & Testing	5. Rare	5. Severe	High
BUILD-12	Structural failure or exceeding capacity on cantilevered structures such grandstands, balcony or mezzanine floor	Exceeding weight capacity and or failure due to spalling or physical damage	Serious injury or death due to collapse of structure	3. Possible	5. Severe	Extreme	Regular checks and testing	5. Rare	5. Severe	High
BUILD-13	Structural failure of large span structures in harsh environments such as WAC and MAC	Partial or full roof collapse due to chemical degradation of roof components caused by high chlorine and humidity content of the air	Serious injury or death due to collapse of structure	3. Possible	5. Severe	Extreme	Regular checks and testing	5. Rare	5. Severe	High
BUILD-14	Floor level change, slip ratings - potential for public safety incident	Trips and slips	Serious injury due to slips and trips	3. Possible	4. Major	High	Maintenance contract - Inspection & Testing	4. Unlikely	4. Major	Medium
BUILD-15	Glass doors, sidelights, full length glass panels - potential for public safety incident	Lack of safety glass and/or safety marking decals	Serious injury due to walking through glass	3. Possible	4. Major	High	Maintenance contract - Inspection & Testing	5. Rare	4. Major	Medium
BUILD-16	Asset damage due to water ingress in building assets - roof & fitout components	Water ingress due to overflowing gutter, etc	Water damage to buildings Financial cost to repair or renew	2. Likely	1. Minor	Low	Maintenance contract - Inspection & Maintenance	3. Possible	1. Minor	Low
BUILD-17	Lift failure - potential for public safety incident	Lift failure	Passenger(s) trapped leading to serious injury or death	3. Possible	4. Major	High	Maintenance contract - Inspection & Maintenance	5. Rare	4. Major	Medium
BUILD-18	Multi-storey above ground carparks - potential for public safety incident and/or property damage due to vehicle travelling through wall or barrier	Vehicle travels through external wall/barrier	Injury / death to occupants and or pedestrians	3. Possible	4. Major	High	Regular checks and testing	5. Rare	4. Major	Medium
BUILD-19	Amenities buildings - potential for public health and/or public safety incident due to sewage overflow	Sewer pit overflow	Raw sewage discharge into public space	3. Possible	2. Moderate	Medium	Maintenance contract - Inspection & Maintenance	5. Rare	2. Moderate	Low
BUILD-20	Hot water system failure - potential for public safety incident	Thermostatic mixing valve (TMV) failure	Possible hot water scalding injury	3. Possible	1. Minor	Low	Maintenance contract - Inspection & Maintenance	5. Rare	1. Minor	Low

Risk Reference Number	Risk or Opportunity Description	Root Causes / Situations where the risk or opportunity may arise	Consequences	Inherent Risk (with NO controls)			Residual Risk (with controls in place)			
				Likelihood	Consequence	Inherent Risk Score	Current Controls	Likelihood	Consequence	Residual Risk Score
BUILD-21	Potential for public health and/or public safety incident due to backflow prevention device failure	Backflow prevention device failure	Contamination of potable water supply	3. Possible	1. Minor	Low	Maintenance contract - Inspection & Maintenance	5. Rare	1. Minor	Low
BUILD-22	Retrospective laws or building regulations enforced causing loss of building availability	Building unavailable due to statutory change such as ACP (aluminium composite panels) retrospective removal requirements	Lack of building availability	5. Rare	2. Moderate	Low	Notification via trade news - Ongoing review	5. Rare	2. Moderate	Low
BUILD-23	Auto door/roller door/gate failure - potential for public safety incident	Auto door/roller door/gate failure causing entrapment and or physical injury to users	User(s) trapped leading to potential serious injury or death	3. Possible	4. Major	High	Maintenance contract - Inspection & Maintenance	4. Unlikely	4. Major	Medium
BUILD-24	Solar PV/Battery System failure - potential fire or electrocution	Faulty, worn and or damaged wiring causing fire or electrocution of tradespeople	Loss of building and/or life	3. Possible	4. Major	High	Maintenance contract - Inspection & Maintenance	4. Unlikely	4. Major	Medium

4. SUMMARY OF EMERGING ISSUES

A number of emerging issues need to be considered and resolved over the next ten years, to be able to provide certainty for our infrastructure planning. These issues can be summarised as follows:

4.1 Cost Considerations:

- Many of our surf clubhouses are experiencing growth in multiple areas, requiring larger facilities to accommodate the groups, including lifeguards, using the facilities. Surf clubhouses are generally located on or close to beaches in extremely harsh environments and subject to global warming storm effects, ocean acidification and sea level rise. In many cases the most cost effective way to meet regulatory and community needs is to re-build at a cost of between $5-15 million per surf clubhouse.
- It is expected that energy costs will continue to decrease due to extensive energy efficiency measures as part of any new build together with energy efficiency works programs.
- Building resilience associated with the climate change and the Climate Emergency declaration of Council (Notice of motion 26/2019 dated 27/8/2019) across our buildings portfolio will result in solutions exceeding current project and program budgets.
- This AMP has identified a shortfall between budgeted operations and maintenance expenses versus what is required by the assets. This shortfall is due to deference of renewal programs leading to increasing maintenance expenses.
- It is expected that due to an increase in storm intensity, heatwaves and floods due to climate change, maintenance repair costs are also expected to increase.
- Council has also seen an increase in regulatory compliance costs with items such as fire compliance and employee/user safety being more prominent and expected to remain that way.
- Organisational ambition whereby strategy and place plans that require buildings are not funded but written into plans.

4.2 Service Considerations:

- Community expectations and usage of public amenities are increasing across the LGA. There is increased funding for renewal, maintenance and cleaning. There is also a higher priority to provide inclusive amenities such as those required for women's participation in sport, and for those in the community with special needs such as mobility issues or cognitive issues.
- A trend towards additional multi-purpose community centre space, especially in the town centres of Manly and Dee Why. There is also more demand for additional cultural space for creative arts and exhibition space for the LGA.
- Functionality and capacity requirements of building assets are constantly changing for sports such as lawn bowls, golf and futsal. For example, demand for bowling greens and golf courses has diminished whilst demand for mountain biking facilities, pickleball courts, synthetic turf sports facilities and skate parks has increased. Innovative solutions such as lockable storage attached to existing buildings is going some way to meet the ever-increasing storage requirements of clubs as clubs expand and additional user groups share the one building. Capacity requirements need to also be flexible to meet continual changes to building planning regulations and population intake requirements of state and federal government.
- Technological and innovative materials used within buildings, gathering/analysing building data and changing functional use due to technology will continue to affect how we manage our building infrastructure.

5. UNFUNDED PROGRAMS

A review of the current asset renewal and maintenance programs and the associated levels of Unfunded Programs has been undertaken as part of this AMP refresh. Infrastructure funding gaps have been identified within this Asset Management Plan, with the table below showing a summary of funding shortfalls in the following categories:

- Asset Renewal Gap
- Asset Maintenance Gap
- Uplift in Service Gap
- New Assets Gap

Category	Gap ($m)
Renewal Gap	$22.2
Maintenance Gap	$8.0
Uplift in Service Gap	$11.7
New Asset Gap	$0
Total Unfunded Asset Management Plan	**$41.9m**

Below is a snapshot of some of the current issues impacting the size and growing nature of the Unfunded Programs:

Description of Unfunded Programs issues

Warringah Aquatic Centre – Aging Facility

- Deteriorating asset that is reaching the end of its useful life
- Costs increase as the building condition deteriorates
- The cost of intervention is significant and highly disruptive

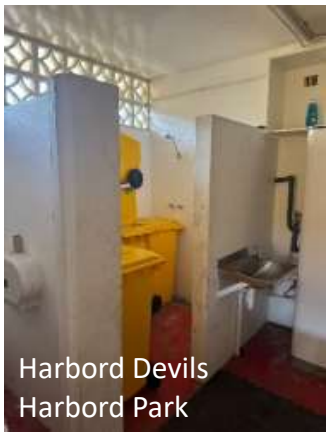




Description of Unfunded Programs issues

Accessible and Equitable Sports Facilities

- Design and suitability of sports buildings does not meet modern expectations
- Too small for increasing number of participants, including storage
- Increasing female participation is a need of every club
- Increased level of service is **not** included in renewal funding











Ageing Glen Street Theatre

- Specialist fit for purpose building
- Theatre equipment and fit-out
- Customer expectation of a high-quality experience
- Technology changes and hirer needs change before equipment technically wears out











Description of Unfunded Programs issues

Ageing Community Buildings

- The buildings are not keeping up with community expectations
- Key themes are roof renewal, air conditioning, centre fit out and accessibility
- During renewal buildings have to be brought up to a higher standard than existing and usually have an increased customer use / need that increases the capital cost (e.g.: Jamieson Park Sailing Club Building)











5.1 Asset Renewal Gap

No	Renewal Gap Program	Renewal Gap Description	Gap ($m) $22.2
R1	Sport Buildings Renewal Program	Critical Asset Renewal Program - Grandstands Jamieson Park Sports Amenities and Clubhouse Rebuild Project	$2.50
R2	Disability Inclusion Action Plan (DIAP) Program	Disability Inclusion Action Plan (DIAP) Program	$1.32
R3	Theatre Renewal Program	Glen St Theatre Specialised Fitout Renewal Program	$1.64
R4	Heritage Building Renewal Program	Heritage Building Renewal Program	$0.45
R5	Operational Buildings Renewal Program	Operational Buildings Renewal Program Energy Efficient Solar PV Renewal Project Roof Access System Installation Program Hazardous Material Remediation Program - additional costs over renewal	$5.76
R6	Technical Building Plant Renewal Program	Technical Building Plant Renewal Program - aircon etc.	$7.50
R7	Warringah Aquatic Centre (WAC) Renewal Programs	Additional funding required to maintain WAC operating until renewal	$3.00

The asset renewal funding gaps identified above will provide additional funding to implement programs designed to prolong the useful life of important building types and components to meet ongoing service levels and community expectations. Implementation of the asset renewal gap programs will decrease ongoing maintenance costs and maximize building availability/accessibility.

5.2 Asset Maintenance Gap

No	Maintenance Gap Program	Maintenance Gap Description	Gap ($m) $8.0m
M1	Optimised Maintenance Program	Unfunded General Maintenance Program	$8.0

Maintenance budget levels funded in the LTFP are insufficient to meet the current service levels, and in recent years, maintenance expenditure has consistently been above budgeted levels to maintain the required level of service. This additional funding is required to undertake the required maintenance of buildings identified in this AMP. Proactive maintenance implementation will maximise building availability, minimise community and customer dissatisfaction and minimise long term maintenance costs as reactive maintenance is less efficient than proactive maintenance.

5.3 Uplift in Service Gap

No	Uplift in Service Gap Program	Uplift in Service Gap Description	Gap ($m) $11.7m
U1	Sports Amenities Renewal Program	Female Friendly Facilities Program	$11.70

Additional funding is required to provide sports facility upgrades specifically to ensure facilities are accessible and inclusive for all, such as ensuring changerooms cater to the increasing usage by female players. This has been identified as a key community requirement.

5.4 New Assets Gap

No new assets have been identified through this review.

6. BUILDINGS APPENDICES

6.1 Critical Building Assets

The tables below identify the building criticality ratings and building components that have been identified as critical assets in the buildings portfolio.

6.1.1 Buildings Criticality Rating and Rationale

Criticality Rating	Functional Building Asset
5 = High **High profile purpose or high-profile public building or critical consequence of failure**	Administration Buildings: • Civic Centre and Manly Town Hall Computer Rooms Major Sporting and Cultural Facilities: • Manly, Brookvale, Pittwater & Cromer Grandstands Roofs • Glen Street Theatre Fire and Smoke Curtain • Aquatic Centre Roofs – Warringah & Manly Emergency Services Co-ordination Facilities: • Emergency Ops Centre, Terrey Hills (RFS, Marine Rescue Sydney), Radio Tower High Rise (>2 Levels) Freestanding Carpark Only Structures
4 = Medium High **Good public presentation and a medium to high quality working environment are necessary or a medium to high consequence of failure**	Administration and Civic Buildings: • Civic Centre Council Chambers • Customer Service Front Counters Beach Buildings: • Surf Life Saving Club Buildings Childcare Centres Community Centres Evacuation Centres: as designated Libraries Major Sporting and Cultural Facilities: • Brookvale and Manly Ovals, Pittwater and Cromer Parks • Warringah and Manly Aquatic Centres • Glen St Theatre and Manly Art Gallery and Museum Public amenities (ranked high importance) Emergency Services Branch Buildings: • RFB, SES Terrey Hills and Manly, Marine Rescue Broken Bay)
3 = Medium **Functionally focused building with medium consequence of failure**	Administration Buildings: • General office areas • Visitor Information Centre Beach Buildings: • Swimming Club Buildings Public amenities (ranked low importance) Rental, Commercial and Holiday Accommodation Buildings Single purpose Community Buildings: • Scout Halls, Creative Space, Carparks non-structural Sport Buildings: • Golf or Tennis Club, Sports Amenities, etc.
2 = Medium Low **Ancillary functions only with no critical operational role and low to medium consequence of failure**	Operational Buildings: • Depot Buildings Waste Buildings • Kimbriki Buildings
1 = Low **Storage function with a low consequence of failure**	General Buildings: • Garage structures • Sheds, Utility and Plant Buildings

6.1.2 Critical Building Components Rationale

Building Component	No. of Critical Components	Rationale for inclusion as a Critical Asset
Buildings - Civic Data Centre – Structure, Electrical, Mechanical, Fire and Security, Fitout	5	Civic Centre hosts the primary computer room for all Council IT systems. It is critical that this computer room stays online so that Council services can be maintained for customer payments, enquiries, DA submissions and records keeping. Critical assets include UPS, generators, HVAC, gas fire suppression and security (access, CCTV, alarm, structure).
Buildings – Manly Town Hall Data Centre – Structure, Electrical, Mechanical, Fire and Security, Fitout	5	Manly Town Hall hosts the backup computer room for all Council IT systems. It is critical that this computer room stays online so that Council services can be maintained for customer payments, enquiries, DA submissions and records keeping. Critical assets include UPS, generators, HVAC, gas fire suppression and security (access, CCTV, alarm, structure).
Buildings – Grandstand cantilevered awning structures at Manly Brookvale (3), Cromer & Pittwater	6	The failure of the cantilevered awning would be catastrophic during a game day and therefore must not fail at any venue. Additionally, grandstands must be operational as Council is under a lease agreement to various clubs to provide a safe covered grandstand facility for the duration of the Game season.
Buildings - Glen Street Theatre - Stage Smoke Curtain and Control System – Fire component	1	The stage smoke curtain must be operational at all times as required by the Building Code of Australia to provide smoke and fire separation between the stage and the auditorium to allow mass egress in the event of a fire or similar.
Buildings - Aquatic Centres at Manly and Frenchs Forest - Roof structures	2	The roof structures at both aquatic centres comprise large clear spans at height. Both roofs are subject to harsh man-made environments. High humidity from heated pools, increased temperature and pool water treatment chemicals combine to accelerate corrosion, rust, spalling and general degradation of all materials within the artificially harsh indoor pool environment. Proactive maintenance is vital to maximise useful life of this critical component.
Buildings – Emergency Operations Centre - Electrical & Tower	3	The Emergency Operations Centre (RFS and Marine Rescue) is the dedicated emergency control centre for Warringah / Pittwater and is a required critical facility that is required to be operational 24/7. Backup generators are critical to power supply and the tower structure is critical to Marine Rescue communications.
Buildings – High Rise (3 or more levels) Freestanding Carparks at Whistler St, Manly & Bungan Lane, Mona Vale	2	Whistler St and Bungan Ln carparks consists of high-rise free-standing public vehicle parking. These reinforced concrete buildings are open to the surrounding elements including sea spray which can accelerate corrosion. Should a combination of weakened structure and vehicle collision with a supporting structure occur, there could be catastrophic building failure.

Table 12 Critical Building Assets

Asset Number	Asset Search Description	Parent Asset ID	Critical Asset
BFS00013	Fire / Security - Glen Street Theatre	BUI00013	Yes
BEL00044	Electrical – EOC SES, Marine Rescue, RFS	BUI00044	Yes
BEL00046	Electrical – EOC Fire Control Centre RFS	BUI00046	Yes
BRF00080	Roof - Warringah Aquatic Centre	BUI00080	Yes
BRF00148	Roof - Brookvale Oval Ken Arthurson Link	BUI00148	Yes
BRF00149	Roof - Brookvale Oval Jane Try Stand	BUI00149	Yes
BRF00152	Roof - Brookvale Oval Lyons Menzies Stand	BUI00152	Yes
BRF00213	Roof - Cromer Park Grandstand	BUI00213	Yes
BEL00229	Electrical - Civic Centre	BUI00229	Yes
BFI00229	Internal Finishes - Civic Centre	BUI00229	Yes
BFS00229	Fire / Security - Civic Centre	BUI00229	Yes
BME00229	Mechanical - Civic Centre	BUI00229	Yes
BST00229	Structure - Civic Centre	BUI00229	Yes
BST00372	Structure – EOC Tower East & Hut	BUI00372	Yes
BRF01093	Roof - North Narrabeen Pittwater Rugby Park	BUI01093	Yes
BST01199	Structure – Mona Vale Bungan Lane Carpark	BUI01199	Yes
BST01202	Structure - Whistler St Car Park	BUI01202	Yes
BRF01232	Roof – Manly Andrew Boy Charlton Swim Centre	BUI01232	Yes
BEL01248	Electrical - Manly Town Hall	BUI01248	Yes
BFI01248	Internal Finish - Manly Town Hall	BUI01248	Yes
BFS01248	Fire/Security - Manly Town Hall	BUI01248	Yes
BME01248	Mechanical - Manly Town Hall	BUI01248	Yes
BST01248	Structure - Manly Town Hall	BUI01248	Yes
BRF01290	Roof – Manly Oval Grandstand	BUI01290	Yes

6.2 List of Building Sub-Types

The following list shows the number of buildings in each building sub-type providing an insight into the many types of buildings within the Council portfolio.

Building Type	Building Sub-Type	No. of Buildings
Admin Buildings	Administration Buildings	**6**
Admin Buildings	Administration Civic Town Hall	**2**
Amenities Buildings	Amenities Buildings	**64**
Aquatic Buildings	Aquatic Buildings Manly	**2**
Aquatic Buildings	Aquatic Buildings Manly Storage	**2**
Aquatic Buildings	Aquatic Buildings Warringah	**1**
Beach Buildings	Beach Buildings	**4**
Beach Buildings	Beach Storage Shed	**6**
Beach Buildings	Lifeguard Tower	**5**
Beach Buildings	Surf Life Saving Clubhouse	**18**
Carpark Buildings	Carpark Buildings	**7**
Carpark Buildings	Carpark Underground	**2**
Community	Childcare Buildings	**15**
Community	Community Buildings	**10**
Community	Community Centres	**40**
Community	Community Storage Shed	**6**
Community	Dee Why Multipurpose Community Centre PCYC and Carpark	**1**
Community	Forest Art Centre and Library	**1**
Community	Library	**7**
Community	Manly Art Gallery and Museum	**1**
Community	Scout or Guide Hall	**8**
Community	Seaforth Village Community Centre and Commercial Building	**1**
Emergency	Emergency Services Marine Rescue Store	**2**
Emergency	Emergency Services RFS Buildings	**17**
Emergency	Emergency Services RFS Store	**3**
Emergency	Emergency Services SES Buildings	**2**
Operational	Operational Admin	**5**
Operational	Operational Shed	**41**
Operational	Operational Workshops	**6**
Recreation	Recreational Grandstand	**4**
Recreation	Recreational Other	**3**
Recreation	Recreational Ticket Box	**4**
Rental Buildings	Currawong Holiday Park Buildings	**13**
Rental Buildings	Rental Commercial	**81**
Rental Buildings	Rental Commercial Store	**9**

Rental Buildings	Rental Residential	**13**
Rental Buildings	Rental Residential Store	**2**
Sport Buildings	Golf Clubhouse	**6**
Sport Buildings	Sport Building Other	**18**
Sport Buildings	Sport Grandstand	**2**
Sport Buildings	Sports Amenities	**6**
Sport Buildings	Sports Multiuse Building	**48**
Sport Buildings	Sports Storage Shed	**28**
Sport Buildings	Tennis Clubhouse	**17**
Theatre Buildings	Theatre Buildings	**1**
Waste Buildings	Waste Buildings at Kimbriki Tip	**5**
Total		**545**

6.3 Capital New Program - Long Term Financial Plan ($000)

	Delivery Program				LTFP					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Warriewood Valley Community Centre	16,666	515	-	-	-	-	-	-	-	-
Mona Vale Library - Upgrades and New Works	140	-	-	-	-	-	-	-	-	-
Terrey Hills Emergency Services Headquarters	138	-	-	-	-	-	-	-	-	-
Manly Life Saving Club	4,050	6,300	-	-	-	-	-	-	-	-
West Esplanade, Manly Accessible Amenity	286	-	-	-	-	-	-	-	-	-
Freshwater Beach Amenities	1,050	-	-	-	-	-	-	-	-	-
TOTAL	**22,330**	**6,815**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Note: Some capital new projects have an element of renewal as they are considered upgrades to the existing asset, and these projects are split in the Long Term Financial Plan, however the total figures remain the same.

6.4 Capital Renewal Program - Long Term Financial Plan ($000)

	Delivery Program				LTFP					
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Public Amenities Works Program	499	1,087	1,219	1,250	1,280	1,310	1,342	1,375	1,410	1,445
Community Buildings Works Program	-	1,407	1,645	1,964	2,012	2,060	2,109	2,162	2,216	2,271
Community Centres Minor Works Program	-	168	172	176	180	185	189	194	199	204
Children's Centres Works Program	-	166	170	174	178	183	187	192	197	202
Library Buildings Works Program	-	161	169	173	177	182	186	191	195	200
Operational Buildings Works Program	500	500	550	564	577	591	605	621	636	652
Sport Buildings Works Program	1,300	1,325	1,390	1,424	1,458	1,493	1,529	1,567	1,606	1,646
Beach Buildings Works Program	-	307	284	291	1,012	1,037	1,362	1,396	1,431	1,466
Disability Access Compliance Works (DDA)	-	215	250	255	261	268	274	281	288	295
Building Code of Australia Compliance Works (BCA)	-	254	254	261	267	274	280	287	295	302
Energy Savings Initiatives Program	113	321	321	329	337	345	353	362	371	380
Emergency Buildings Works Program	-	150	150	154	158	161	165	169	174	178
Glen Street Theatre - Renewal Works	425	149	150	153	156	160	164	168	172	177

Warringah Aquatic Centre Renewal Works	-	171	175	180	184	189	193	198	203	208
Manly Aquatic Centre Renewal Works	-	216	221	226	232	237	243	249	255	262
Water saving and re-use initiatives	25	77	86	90	93	95	97	100	102	105
Sydney Lakeside Holiday Park Renewal Works	-	200	200	205	210	215	220	226	231	237
Multi Story Car Park Renewal Works	-	100	100	100	100	100	100	100	102	105
Surf Life Saving Club Minor Renewal Works	1,215	900	1,000	1,025	1,050	1,075	1,101	1,128	1,156	1,185
Creative Arts Space - Mona Vale Design Works	100	-	-	-	-	-	-	-	-	-
Cromer Depot Improvement Plan Works	150	150	150	-	-	-	-	-	-	-
Terrey Hills Rural Fire Station	368	-	-	-	-	-	-	-	-	-
TOTAL	**4,695**	**8,024**	**8,656**	**8,994**	**9,922**	**10,158**	**10,699**	**10,964**	**11,238**	**11,519**

LEGISLATIVE ASSEMBLY

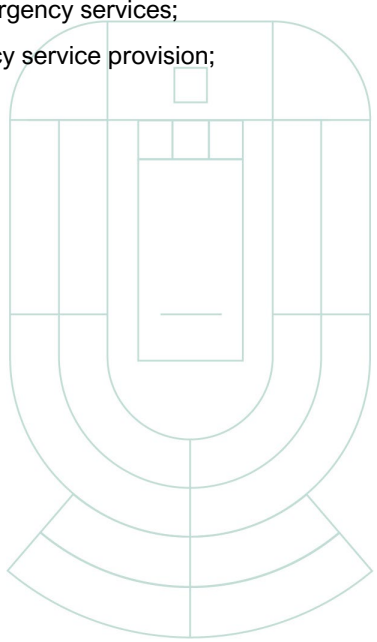
Public Accounts Committee

Inquiry into the assets, premises and funding of the NSW Rural Fire Service

Terms of Reference

That the Public Accounts Committee inquire into and report on:

1. The mechanisms for:
    a. funding Rural Fire Service assets and premises;
    b. Maintaining Rural Fire Service assets and premises;
    c. Accounting for the ownership of Rural Fire Service assets and premises;
    d. Operational management, including the control of assets and premises, risks, and impacts to local government, and the ability to effect a response to emergencies;
2. Whether the following arrangements between Councils and the Rural Fire Service are fit for purpose:
    a. Service agreements;
    b. The division of responsibilities for bushfire management and hazard reduction;
    c. Upkeep of assets;
    d. The provision of insurance;
    e. Provision of land and construction management for RFS premises;
    f. Bushfire Management Committees
3. The appropriate role for local authorities in the provision of emergency services;
4. the sustainability of local government contributions to emergency service provision;
5. Any other related matters.



NSW GOVERNMENT

Reforming the emergency services funding system

Consultation paper

10 April 2024

Acknowledgement of Country

The New South Wales Treasury acknowledges the Traditional Custodians of the lands where we work and live. We celebrate the diversity of Aboriginal peoples and their ongoing cultures and connections to the lands and waters of New South Wales.

We pay our respects to Elders past, present and emerging.

About this consultation paper

Reforming the emergency services funding system

Published by the New South Wales Treasury on behalf of the Hon Daniel Mookhey MLC, Treasurer and the Hon Jihad Dib, MP, Minister for Emergency Services.

www.treasury.nsw.gov.au

First published: 10 April 2024

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Foreword

Protecting everyone

Our emergency services protect the lives and property of everyone in NSW.

NSW Treasury projects that the total cost of flood and bushfire to the economy is projected to increase from $7 billion in 2020-21 to up to $24 billion per year by 2070-71, in today's dollars.

Funding our emergency services is always important, and particularly so in this light.

Fair for everyone

The NSW Government believes that funding for emergency services in NSW can be made fairer, simpler, more efficient, and more sustainable.

Taxing only those who take out insurance, and thereby allowing those who are uninsured to avoid paying for emergency services through the Emergency Services Levy, is unfair. Worse, it discourages more people from taking up insurance – which further erodes the foundations of emergency services funding.

A system where everyone whose property is protected by emergency services would make a contribution to those services is not only possible, it is in place in every other mainland Australian state.

Working with everyone

The time has come for NSW to reform the emergency services funding system. But reform requires a clear objective, good faith and respect for all parties who will be affected by change.

The NSW Labor Government has learned from the mistakes of the former government, which did not proceed with its Fire and Emergency Services Levy in 2017.

The consultation process we begin today is designed to make sure that the emergency services funding system delivers the best outcome for everyone involved.

The NSW Government is seeking views from industry and the wider community on the principles for the reform, the revenue base model to be used, and the key design elements and arrangements for the replacement levy.

We encourage you to express your views and feedback on the NSW Government's 'Have Your Say' website.

The Hon Daniel Mookhey MLC
Treasurer

The Hon Jihad Dib MP
Minister for Emergency Services

1 Introduction

On 16 November 2023, the New South Wales (NSW) Government announced its commitment to reform the State's emergency services funding with three key objectives:

1. Reduce insurance costs for households by spreading the levy across all property owners.
2. Protect pensioners and vulnerable members of the community.
3. Ensure a revenue-neutral model that sustainably funds our emergency services agencies.

The current Emergency Services Levy on insurance funds services that benefit everyone but are only paid by some.

The existing Emergency Services Levy increases insurance premiums in NSW by about 18 per cent for residential property and about 34 per cent for commercial property.

The Emergency Services Levy funding requirements for our emergency services increase with climate change and the growing instances of natural disasters, making insurance more unaffordable.

Rising insurance premiums increase the cost of living for households and leads to underinsurance or an increasing number of households left at risk.

With natural disasters becoming more frequent, intense and unpredictable, the need for emergency prevention and response is growing. Finding a sustainable, broad and fair system is vital to ensuring the best emergency services to protect everyone.

The NSW Government has committed to reform the funding of emergency services to resource our fight against the increasing instances of natural disasters, and to more fairly spread the costs among property owners.

This consultation paper is the beginning of public consultations to inform the design, scope, features and transition arrangements of a reformed emergency services levy.

Have your say

The NSW Government would like your views and feedback on any or all of the following questions raised in this consultation paper:

1. Do you agree with the design principles of cost recovery, equity, efficiency, simplicity and sustainability for the replacement levy?
2. Which of the four revenue base models – capital improved values, unimproved land values, gross rental values and a fixed charges model – should be used to design the replacement levy?
3. Which of the current revenue sources for emergency services agencies should be replaced?
4. Should different levy rates be applied to:
   - different property types, such as residential, commercial or farmland, or
   - properties in different locations?
5. What protections are necessary for pensioners and other vulnerable cohorts?
6. How should a levy collected each year reflect changing funding needs for emergency services?
7. Should revenue from a replacement levy be collected by local governments or by the State Government through Revenue NSW?

8. What arrangements should be put in place to ensure that the removal of the current Emergency Services Levy is passed on in lower insurance premiums? How long should the transition take? What other transitional arrangements should be considered for the reform?

To give feedback, you can upload a submission at the NSW Governments 'Have Your Say' website.

Email questions about the consultation paper to the project team at ESFReform@treasury.nsw.gov.au

Submissions are open until 22 May 2024

We prefer submissions in an accessible format. Accessibility is about making documents easy to use for everyone, including people with disability. For more information on how you can make your submission accessible, visit http://webaim.org/techniques/word/

We may publish submissions

We may publish submissions. If you do not want your personal details or any part of your submission published, please say so clearly in your submission. An automatically generated confidentiality statement in your email is not enough.

We may refer to submissions upon the completion of the consultation. We will accept anonymous submissions if you do not want us to publish yours, or if you have concerns about safety or about your submission being linked back to you. We will refer to these in our report as anonymous submissions.

There may be circumstances where the NSW Government is required by law to release the information in your submission. For example, this may be in keeping with the requirements of the *Government Information (Public Access) Act 2009*.

2 Current funding of emergency services in NSW

The three NSW emergency services agencies, funded by the Emergency Services Levy, help NSW residents and businesses when natural disasters and other emergencies occur.

- Fire and Rescue NSW is responsible for the provision of fire, rescue and hazmat services in cities and towns across NSW.
- The NSW Rural Fire Service is responsible for combating bushfires in NSW and leads coordinated bushfire fighting operations across 95 per cent of the State's land mass.
- The NSW State Emergency Service is responsible for responding to flood and storm emergencies in NSW, with a majority of rescue efforts in rural parts of the State.

The funding needed for our emergency services currently comes from insurance companies (73.7 per cent), local councils (11.7 per cent) and the State Government (14.6 per cent).

The NSW Government will remove the Emergency Services Levy currently imposed on insurance, and instead will distribute the levy across a broad base of property owners.

This change recognises that our emergency services agencies serve everyone in NSW, and there is a collective benefit in having these agencies fully funded, well prepared and well resourced.

NSW is the last mainland Australian state to rely on a levy on insurance to fund the cost of their emergency services agencies. Removing the NSW Emergency Services Levy will help insured households and businesses who are managing rising cost of living pressures.

In 2023-24, expenditure for the emergency services agencies is estimated at $2.3 billion. Over the past five years, the costs of emergency services have increased by 42 per cent, or 18 per cent in real terms (see Table 1). The rapidly growing cost of the emergency services agencies is linked to the increasing number of major natural disasters, including due to risks related to climate change.

Table 1: Emergency services agency expenditure from 2018-19 to 2023-24 (nominal $ million)

Agency	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
Fire and Rescue NSW	868	909	915	986	1,086	1,107
NSW Rural Fire Service	617	910	630	574	706	808
NSW State Emergency Service	115	142	173	201	255	357
Total	**1,600**	**1,962**	**1,719**	**1,760**	**2,047**	**2,273**

Source: NSW Budget Papers. Expenditure includes both expenses (including depreciation) and capital expenditure. The expenditure for 2023-24 is an estimate. Agency funding requirements do not include depreciation expenses, are net of self generated income, and therefore are lower than expenditure. The 2023-24 funding target for emergency services agencies is $1.9 billion.

An overarching principle of the emergency service funding system reform is that only the revenue required to fund the emergency services is recovered by the new system. An outline of the current NSW funding arrangements for emergency services is in Appendix A.

3 The case for reforming emergency services funding

Placing the Emergency Services Levy on insurance is an unfair, inefficient, and unsustainable way to fund our emergency services. Removing the Emergency Services Levy imposed on insurance and instead distributing the levy across a broad base of property owners could create a fairer system that is cheaper for the majority of people.

The burden of paying for emergency services falls on households, especially those with mortgages

The largest share of funding of the NSW emergency services is provided by people who insure their properties, contents or other goods.

Generally, people who take on a mortgage must pay for property insurance under the conditions in their loan. People who do not insure their properties or other goods do not pay the Emergency Services Levy and make no direct contribution to funding emergency services.

The Emergency Services Levy is generally passed onto policyholders by insurers. It increases the price of insurance by adding to the base premium, and consequently also by increasing the price on which goods and services tax (GST) and stamp duty are levied. Table 2 shows that the Emergency Services Levy has increased the cost of residential property insurance by 18 per cent on average over recent years.

Table 2: How the Emergency Services Levy makes residential property insurance more costly

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Average
Percentage increase in premium	21%	17%	18%	21%	15%	17%	18%

Source: NSW Treasury calculations based on aggregated data on insurance premiums and Emergency Services Levy contributions by class of insurance. Estimates include the direct impact of the Emergency Services Levy on insurance premiums and the flow-on impact of the Emergency Services Levy as it increases the GST and stamp duty payable on insurance policies.

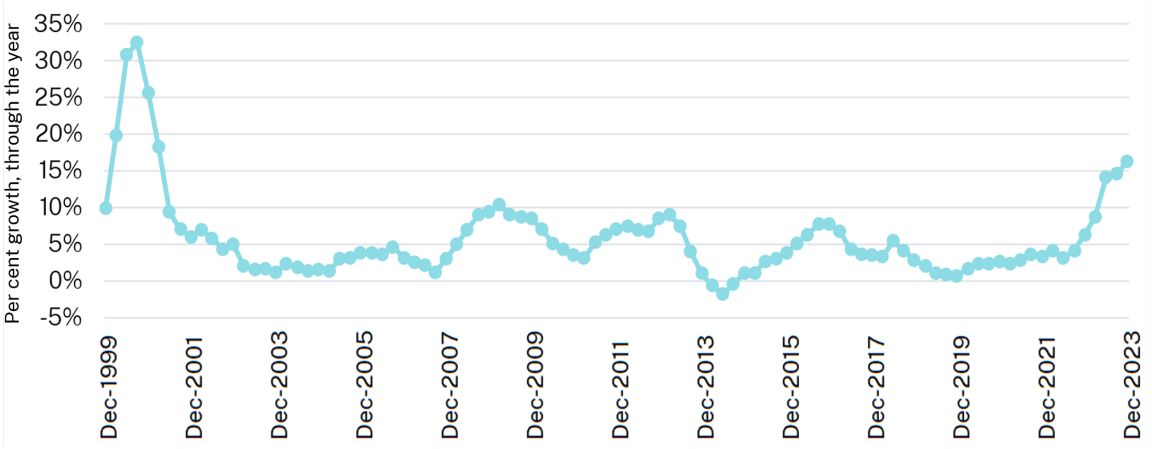
Home insurance premiums in NSW are estimated to be the third highest in Australia, below only cyclone-prone Queensland and the Northern Territory.[1] The current Emergency Services Levy also makes insurance premiums in NSW around 34 per cent higher on average for commercial property than would otherwise be the case.[2]

Insurance costs have been increasing rapidly in Australia over recent years, rising 16.2 per cent through the year to the December quarter 2023 – the strongest annual rise in more than two decades (see Figure 1).

[1] Actuaries Institute, *Home Insurance Affordability Update*, August 2023.

[2] NSW Treasury estimates based on data on insurance premiums and Emergency Services Levy contributions by different classes of insurance. Estimates include the direct impact of the Emergency Services Levy on insurance premiums and the flow-on impact of the Emergency Services Levy as it increases the GST and stamp duty payable on insurance policies. The Emergency Services Levy component of individual insurance policies is likely to vary depending on insurance provider or type of insurance.

Figure 1: Australian insurance costs have grown rapidly in recent years



Source: Australian Bureau of Statistics, Consumer Price Index, Australia, December Quarter 2023.

The higher payment burden raises underinsurance and non-insurance

The latest available *Household Expenditure Survey* from the Australian Bureau of Statistics indicates that 35 per cent of NSW households did not have contents insurance and 5 per cent of homeowners did not have building insurance. Table 3 shows the rates of non-insurance in NSW among different groups of households.

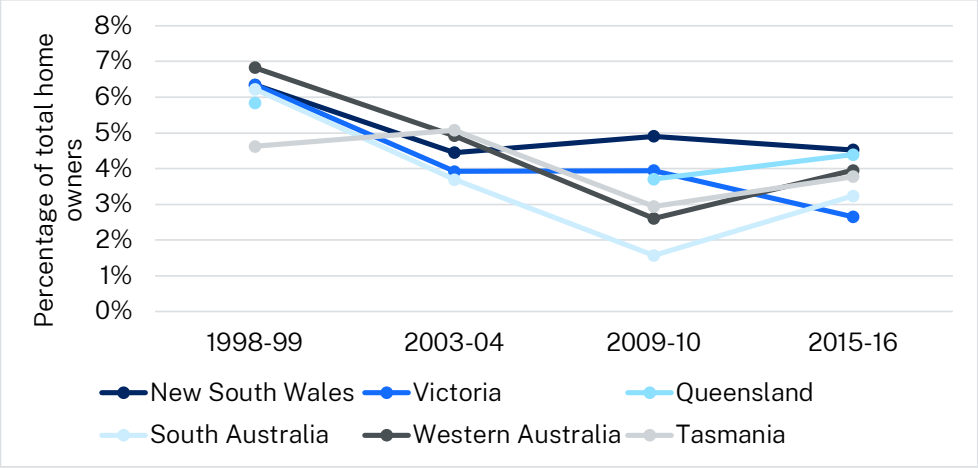
Table 3: Proportions of households in NSW without insurance

Households	Building	Contents
Owner without a mortgage	3.9%	15.6%
Owner with a mortgage	4.7%	16.7%
Total homeowners	4.5%	16.0%
Renter / Other tenure type		75.0%
Total		35.4%

Source: NSW Treasury calculations based on data provided by the Australian Bureau of Statistics, from the 2015-16 *Household Expenditure Survey*. Figures for building insurance are restricted to the set of homeowners who do not pay body corporate fees.

Property owners in NSW have the highest proportion of buildings without insurance and are likely to have the highest level of underinsurance compared with other states (Figure 2).

Figure 2: NSW has the highest proportion of homeowners without building insurance



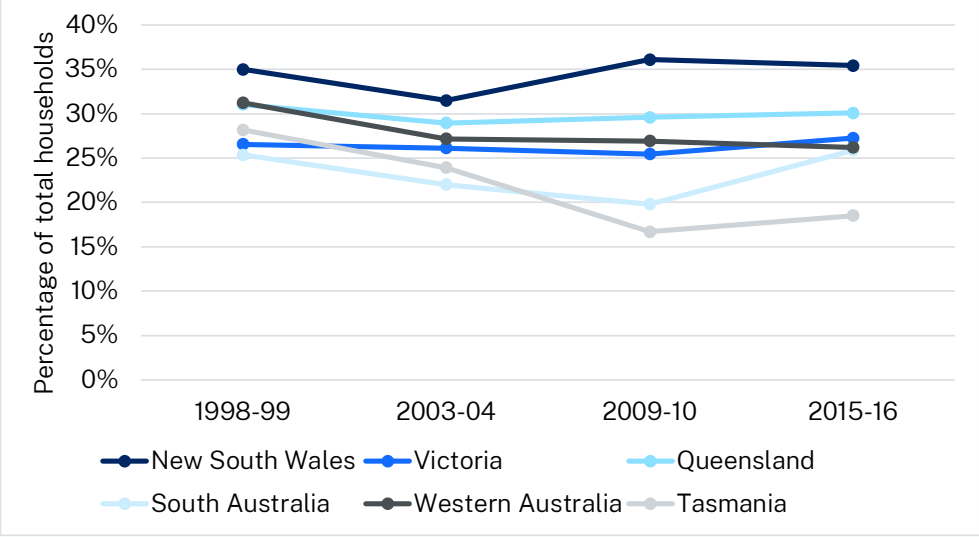
Source: NSW Treasury calculations using data supplied by the Australian Bureau of Statistics, Household Expenditure Surveys. The figures exclude homeowners who pay body corporate fees. Data are not available for Queensland in 2003-04, because of a small sample size.

States that have removed emergency service funding from insurance premiums have seen the proportion of uninsured buildings decrease relative to states that did not reform insurance levies over the same period (Figure 2)):

- In Victoria, the number of property owners choosing not to insure their building declined significantly between 2009-10 and 2015-16. This coincided with the abolition of its insurance-based emergency services levy in 2013-14.
- South Australia and Western Australia abolished their insurance-based emergency services levies in 1999 and 2003 respectively.

Higher insurance costs also affect the amount of insurance households take out on their contents. NSW has persistently had the highest level of non-insurance for household contents across all states (Figure 3).

Figure 3: The proportion of NSW households without contents insurance is higher than any other State



Source: NSW Treasury calculations using data supplied by the Australian Bureau of Statistics, Household Expenditure Surveys.

Small business are victims too

NSW businesses have ranked insurance costs their number one issue in almost every business conditions survey conducted since 2019, including the first quarter of 2024[3].

Small businesses have a lower capacity to self-insure than some large businesses, so high insurance prices can leave many small businesses exposed to risks. A May 2015 survey by the Insurance Council of Australia found 13 per cent of small businesses had no general insurance. Sole traders are often forced to take on more risk, with 24 per cent found to have no insurance.[4]

The pressure on households and businesses will increase unless there is change

The impact of the Emergency Services Levy on insurance costs is compounded by several underlying factors which raise prices.

More frequent and intense climate events increase demand for emergency services

The funding requirements of our emergency services agencies are expected to rise quickly with climate change and increased exposure to climate-related hazards. Without change to the current Emergency Services Levy system, this will further increase the cost of insurance and discourage insurance take-up. As the number of uninsured properties increases, the number of contributors to the emergency services funding is expected to decrease.

NSW Treasury modelling projects the total economic cost of floods and bushfires to rise from $7 billion in 2020-21 to up to $24 billion per year by 2070-71 (in real 2022-23 dollars).[5] This is consistent with other Australian and international estimates that project costs to grow significantly over coming decades. For example, a report prepared by Deloitte Access Economics finds that disasters cost the Australian economy $38 billion per year, on average, and that this cost is projected to rise to at least $73 billion annually by 2060.[6]

Reinsurance costs are high globally making it harder for insurers to finance their policies

More frequent and intense climate change related events are making it more expensive to insure, particularly in areas where flood, fire and storm damage are most likely. Due to increased risks, reinsurance costs are high globally, making it harder for insurers to finance their policies.

Insurance companies around the world are finding it more difficult to access finance. Reinsurance is more difficult to obtain, and willingness to take on risk is low. All these issues can impact the cost of premiums locally. Adding the Emergency Services Levy on top of these cost pressures only exacerbates the problem.

A simpler system will be more transparent

Insurance companies disclose the component of a premium which is linked to their Emergency Services Levy liability for that policy and pass this cost on to consumers. However, the Emergency Services Levy liability calculation is complex. Overall, households and businesses lack visibility on the funding of emergency services and the cost of service provision.

- *Levy-payers* may find it challenging to understand the operation of the Emergency Services Levy due to its complex mechanism.
- *Insurance companies* have to forecast growth in volumes and values of their own policies as well as the market, and then ensure they recover the correct amount of the Emergency Services Levy

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[3] Business NSW, *March 2024 BCS Report*, 2024 and Business NSW, *Insurance at the Speed of Business*, November 2023.

[4] Insurance Council of Australia, *Non-Insurance in the Small to Medium Sized Enterprise Sector*, July 2015.

[5] Flood costs include costs arising from riverine flood only; they do not include those arising from other disasters such as storms, hail, storm surge and earthquakes.

[6] Deloitte Access Economics, *Special report: Update to economic costs of natural disasters in Australia*, Australian Business Roundtable for Disaster Resilience & Safer Communities, 2021.

from policyholders to meet their final contribution amount. These final contribution amounts are only known after the end of each financial year.

The complexity on the insurance side is mirrored in the systems for collecting revenue from councils. Each emergency services agency has different approaches to the allocation of costs between councils.

Previous reviews relating to the Emergency Services Levy

Numerous studies and investigations have provided commentary on how the Emergency Services Levy could be reformed. Three key sources are referenced below, with further details of the findings and recommendations outlined in Appendix B.

NSW Parliamentary Inquiry into Fire and Emergency Services Levy – 2018[7]

The Inquiry provided its findings and recommendations following its examination of the former government's failed implementation of the Fire and Emergency Services Levy (FESL). The Inquiry found that the former government did not have an adequate understanding of the complexities or impacts of the proposed reform. This resulted in the decision to indefinitely defer FESL, causing significant and avoidable costs to councils and the insurance industry.

The Inquiry recommended that, when developing a new levy, a government should:

- ensure that there is appropriate consultation with key stakeholders
- conduct full and transparent modelling of such a levy
- reintroduce an insurance monitor
- consider a range of issues before deciding to implement a new levy.

NSW Federal Financial Relations Review (Thodey Review) – 2020[8]

The Thodey Review found that insurance taxes are *inefficient*, as they raise insurance premiums and disincentivise consumers from insuring adequately. It also found they are *inequitable*, as there seems to be no link between insurance purchase and distribution of benefit from government expenditure on emergency services, creating a 'free-rider' problem.

The Emergency Services Levy in NSW was cited as having the most acute price and policy impacts relating to insurance taxes. These taxes increase the cost of insurance and therefore increase the likelihood that households and businesses choose not to insure or to underinsure. Thus, taxes on insurance increase the risk and exposure of less fortunate members of the community.

A broad-based property levy is much more efficient and equitable, the Thodey Review found. It would make insurance more affordable and ensure that all property owners pay to fund emergency services.

Australia's Future Tax System Review (Henry Review) – 2010[9]

The Henry Review found taxes on insurance add to the cost of insurance premiums and can lead to underinsurance or non-insurance. Low-income households are more likely to abandon insurance in response to higher premiums than high-income households. This can lead lower income households to bear more risk, despite being less well-placed to do so than people with higher incomes.

The Henry Review explicitly stated that fire services levies should be abolished. The review also noted the efficiency of land as a tax base.

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[7] New South Wales Parliament, Legislative Council, Portfolio Committee No. 4 – Legal Affairs, *Fire and Emergency Services Levy*, Sydney, 2018.

[8] NSW Treasury, *NSW Review of Federal Financial Relations – Supporting the road to recovery – Final Report* (David Thodey, chairman), Sydney, 2020.

[9] Henry, K, Harmer, J, Piggott, J, Ridout, H, and Smith, G, *Australia's Future Tax System, Report to the Treasurer*, Australian Treasury, Canberra, 2010.

4 Four revenue base models for emergency services funding

Principles for designing a replacement levy

The NSW Government seeks to design a replacement levy that is right for NSW with its development informed by industry and interested stakeholders in the wider community.

The proposed design principles to guide the reformed levy are:

- **Cost recovery:** Any levy will be set at a level sufficient to fund the cost of emergency services, and only collect the revenue required to replace current funding sources for emergency services.
- **Equity:** A replacement levy would fairly distribute the funding of emergency services across all property owners. A replacement levy can also be considered equitable if property owners in similar circumstances pay the same levy liability (horizontal equity) and property owners with a higher capacity to pay contribute more towards the funding of emergency services than those with a lower capacity to pay (vertical equity).
- **Efficiency:** An efficient levy minimises the unwanted impacts on levy-payers' economic decisions while still raising the required revenue.
- **Simplicity:** A simple and transparent levy is easy to understand, with low compliance costs. A simple levy is also easy to calculate, easy to pay and minimises the time and effort levy-payers need to dedicate to ensure they met their obligations.
- **Sustainability:** There is an ongoing need for the provision of emergency services by the State Government. Given this, any mechanism put in place to fund the emergency services agencies should have the capacity to reliably provide sufficient funds over the long term.

Question 1

Do you agree with the design principles of cost recovery, equity, efficiency, simplicity and sustainability for the replacement levy?

Four revenue base models

The revenue base is what the levy is applied to. This section considers four options: capital improved values, unimproved land values, gross rental values or a fixed charges model. The choice of revenue base model will affect how the burden of the replacement levy is distributed.

Although emergency services respond to motor vehicle call-outs, motor vehicles have not been included as an element of the proposed reform given the relative inefficiency of vehicle taxes as a revenue base. Moreover, as property owners generally own motor vehicles, a levy on property owners can also be considered as indirectly sourced from motor vehicle ownership.

Question 2

Which of the four revenue base models – capital improved values, unimproved land values, gross rental values and a fixed charges model – should be used to design the replacement levy?

4.1 Capital improved values

Capital improved values reflect the market value of the property and include the value of the land and buildings and other improvements. NSW uses capital improved values for transfer duties. But NSW does not keep a database of current capital improved values for any ongoing annual taxes. Developing such a database would require time and involve significant up-front costs. Valuation NSW has estimated that it could take five years to implement a capital improved values revenue base for over 3.5 million properties.

Both Victoria[10] and South Australia[11] fund emergency services through a property levy based on capital improved values with both a fixed and variable component.

4.2 Unimproved land values

Unimproved land values reflect the value of land excluding the value of buildings or other structures and improvements. Land values are estimated regularly by the NSW Valuer General and are based on factors such as:

- the highest and best permitted use of the land based on zoning and planning restrictions
- land size, shape, features, location and views
- comparable sales.

In NSW, land values are used as the base for land tax and council rates.

The Australian Capital Territory uses a five-year average of unimproved (land) values for their rates, land tax and Police, Fire and Emergency Services Levy.[12]

4.3 Gross rental values

Gross rental value is an estimate of the rental income a property could earn if it was rented out for a year. Gross rental values are similar to using a capital improved revenue base, reflecting the market value of a property including both its location and the characteristics of the dwelling, including number of bedrooms and quality of the construction and finishes.

As with a capital improved revenue base, a gross rental value model would require NSW to develop a database of valuations for all properties in the State, with the associated lead time and cost. Gross

[10] For the Fire Services Property Levy in Victoria, six different variable rates apply to residential, commercial, industrial, primary production, public benefit and non-residential vacant land, and two different fixed charges apply to either residential or non-residential land.

[11] For the Emergency Services Levy in South Australia, levy rates are adjusted for seven land-use categories (residential, commercial, industrial, rural, special community use, vacant and other) and four location categories.

[12] For the Police, Fire and Emergency Services Levy in the Australian Capital Territory, a fixed and variable charge is applied to all properties, with different variable charges applying to residential, commercial and rural properties.

rental values would have to be estimated across all properties, even for those which have never been rented out.

Western Australia[13] and Tasmania[14] use gross rental values as a property levy revenue base to raise revenue to contribute towards part of the cost of their emergency services.

4.4 Fixed charges model

A levy set as a percentage of any of the three revenue bases above could lead to a relatively wide variation in levies across properties. An alternative model that would reduce the variation in levy amounts could be based on a set of fixed charges. A tiered schedule of fixed charges would have properties with the lowest land values paying the smallest fixed charge, and properties with higher land values paying a higher fixed charge.

A revenue base model using only fixed charges could include different charges depending on:

- land use categories, such as residential, commercial, industrial and farmland, and
- the level of emergency services available (for instance, areas where the costs of services per property are higher could pay the highest levies).

All states and the Australian Capital Territory fund their emergency services using an element of fixed charge. Queensland alone uses only fixed charges and does not differentiate based on property values, land values or gross rental values. In Queensland, a fixed charge is applied to all properties based on their land use category (segregated into 16 groups) and level of fire services available (segregated into five classes).[15]

[13] For the Emergency Services Levy in Western Australia, levy rates are adjusted for five location categories (metropolitan, metropolitan fringe, regional cities, country towns and rural areas) with a minimum and maximum levy based on land use categories (single residential, multiple residential, farming, commercial, industrial, vacant land).

[14] The Fires Services Contribution in Tasmania is based on the assessed annual value of a property, which is the estimated yearly rental value of the property.

[15] Each property is categorised into 16 levy groups, with Group 1 including largely vacant land, Group 2 residential property and Groups 3 to 16 different types of commercial and industrial properties by size and risk factor.

5 Other design elements for the reform

5.1 Replacing existing revenue sources

Question 3

Which of the current revenue sources for emergency services agencies should be replaced?

The Government remains committed that reforms to the Emergency Services Levy will be revenue neutral.

A levy that replaces insurance contributions would collect 81 per cent of the current funding cost of the emergency services agencies. The current Emergency Services Levy on insurers collects 73.7 per cent, and the associated insurance stamp duty provides a further 7.3 per cent through State Government general revenue.

The other revenue sources that currently fund the emergency services agencies are the 11.7 per cent from local government contributions and the additional 7.3 per cent from State Government general revenue that is distinct from the Emergency Services Levy associated stamp duty. The State Government contribution totals 14.6 per cent of emergency services funding consisting of the 7.3 per cent from Emergency Services Levy associated insurance stamp duty and 7.3 per cent from other general revenue sources.

For example, the emergency services agencies are estimated to require contributions of $1.9 billion to fund their operations in 2023-24.

- $1.4 billion, covering the Emergency Services Levy on the portion of insurance premiums that is attributable to the Emergency Services Levy (73.7 per cent)
- $220 million, from council contributions (11.7 per cent)
- $280 million, the State Government contribution (14.6 per cent).

Council contributions to emergency services funding further complicate the current funding system. Transitioning these contributions into the replacement levy could make the system much simpler.

According to analysis by the Actuaries Institute, removing the Emergency Services Levy from insurance policies could reduce insurance costs of a typical fully-insured home by $387 per year.[16]

[16] Actuaries Institute, *Home Insurance Affordability Update*, August 2023. This is a technical estimate of the cost of insurance and can differ from the actual premiums households pay.

5.2 Different levy rates for different property types and locations

Question 4

Should different levy rates be applied to:

- different property types, such as residential, commercial and farmland, or
- properties in different locations?

Residential, commercial and farmland

The replacement levy could be structured such that all properties with a common value (unimproved land value, capital improved value or gross rental value) incur the same levy liability. Alternatively, the replacement levy could apply different levy rates to different classes of property (for example, residential, commercial and farmland).

Currently, the insurance-based Emergency Services Levy results in a higher markup on insurance for commercial properties than for residential properties. These markups reflect insurers' assessment of the capacity of different customer types to absorb different insurance costs, including income tax deductibility of premiums.

Geographic zones

Some states have adopted a funding model in which the burden of the levy depends on the location of the property. Such an approach seeks to align the levy burden more closely with the cost of services provided.

5.3 Protecting certain households

Question 5

What protections are necessary for pensioners and other vulnerable cohorts?

The NSW Government is committed to developing protections that will reduce the impact of the replacement levy on certain groups, such as pensioners and other vulnerable groups . Currently, all states and territories with a levy to fund emergency services provide concessions for certain groups, such as pensioners.

Consideration could be given to providing concessions to asset-rich but income-poor groups such as pensioners. Concessions for these groups could be structured as:

- discounts on levy payments; or
- an ability to defer levy payments, with interest accruing in the deferral period.

More broadly, reform could include a hardship scheme for people who cannot make levy payments after meeting basic living expenses. Such a scheme could support not just households but also small businesses.

5.4 Determining the annual revenue target

Question 6

How should a levy collected each year reflect changing funding needs for emergency services?

A key design principle for the reform is cost recovery: the NSW Government should raise only the revenue needed to fund the State's emergency services.

Levy rates could be set each year to match the funding requirement of the emergency services agencies. Under such an approach, levy rates would be adjusted each year in line with changes in the expenditure of the emergency services agencies.

Alternatively, funding could be tied to historical funding requirements, or an average of the funding requirements over time.

Any misalignment between the revenue collected and the funding required in a given year could be adjusted in subsequent years to ensure that over the medium term, revenue collected aligns with the funding required.

5.5 Collecting the levy

Question 7

Should revenue from a replacement levy be collected by local governments or by the State Government through Revenue NSW?

Local governments collect council rates, which are levied on unimproved land values. Councils have established systems for billing, collecting rates, and collecting debts. Local governments could include a notice of a replacement levy assessment as part of their council rates assessment notices.

The 128 councils in NSW use a range of different software and platforms. Changing these systems to deal with a replacement levy – and then training staff on the changes – may add cost and complexity first to the transition, and then to the levy's ongoing administration.

Revenue NSW is the State's primary revenue collection and debt recovery agency. It could collect a levy using one integrated system to issue levy bills and refer to debt recovery when required. The implementation and ongoing operations may be simpler without the need to coordinate and conduct assurance activities with 128 councils.

5.6 Transitional arrangements and monitoring of insurance prices

Question 8

What arrangements should be put in place to ensure that the removal of the current Emergency Services Levy is passed on in lower insurance premiums? How long should the transition take? What other transitional arrangements should be considered for the reform?

Smooth transition

Removing the current Emergency Services Levy on insurance should reduce property insurance premiums significantly. Given this, it is important that the reduction in insurance premiums does not happen in a way that encourages policy holders to delay renewals of their insurance and risk being uninsured until the Emergency Services Levy is removed.

In addition, there is a risk that some insured property owners could face paying the Emergency Services Levy on their insurance policy and then a replacement levy shortly thereafter.

Insurance companies and the NSW Government should work to design a transition away from the current system to avoid creating incentives to delay the purchase of insurance and to ensure the equitable treatment of individual property owners without passing the cost on.

Monitoring the insurance market

To address concerns that insurance companies would not fully pass on the benefit of removing the Emergency Services Levy to consumers, the NSW Government will establish an insurance monitor. The NSW Government will provide an avenue for seeking further information about the removal of the Emergency Services Levy and the savings that should be passed on and will help deal with individual complaints on specific insurance policies.

While the removal of the Emergency Services Levy is a significant aspect of this reform, the NSW Government also wants to hear feedback on other transitional arrangements that should be considered as part of the reform. These could include the period of transition, and any arrangements that may need consideration if council contributions are to be replaced by the levy.

Appendix A: Current funding arrangements

Funding for Fire and Rescue NSW, the NSW Rural Fire Service and the NSW State Emergency Service is determined each year by the Minister for Emergency Services in consultation with the Treasurer for the following financial year. The funding target is adjusted to compensate for deficits and surpluses in the previous financial years.

Under legislation, insurers contribute 73.7 per cent of the required revenue, local government contributes 11.7 per cent, and the State Government contributes the remainder. In 2023-24, the total funding target for the three agencies was $1.9 billion, with insurers contributing $1.4 billion through the Emergency Services Levy, councils contributing $220 million and the State Government contributing the remaining $280 million.

Insurance contributions

The *Emergency Services Levy Act 2017* requires insurers to pay a contribution – the Emergency Services Levy – in respect of premiums for relevant classes of insurance. The Act also sets out the methods of assessment and calculation for these contributions.

The Emergency Services Levy on individual insurance companies is calculated based on their market shares of particular types of insurance.

Insurance companies generally recover their contributions by imposing a surcharge on policy holders' premiums. The surcharge is usually described as Emergency Services Levy on insurance policies. Both GST and stamp duty are then charged on the sum of the base premium and the Emergency Services Levy.

The Emergency Services Levy not only directly increases the price of insurance by adding to the base premium, but also increases the amount payable in GST and stamp duty. Table 4 below shows the impact of the Emergency Services Levy on the cost of residential and commercial property insurance over recent years.

Table 4: Impact of Emergency Services Levy on insurance premiums

Type of insurance	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Average
Commercial property insurance	33%	37%	35%	38%	31%	31%	34%
Residential property insurance	21%	17%	18%	21%	15%	17%	18%

Source: NSW Treasury calculations of the percentage increase in premium based on aggregated data on insurance premiums and Emergency Services Levy contributions by class of insurance. Estimates include the direct impact of the Emergency Services Levy on insurance premiums and the flow-on impact of the Emergency Services Levy as it increases the GST and stamp duty payable on insurance policies.

Local government contributions

Local council contributions provide 11.7 per cent of the Funding Target for the three emergency services agencies. For each of the three emergency service agencies, a different methodology is used to determine the amount to be contributed by individual local governments, according with provisions in each respective Act.

For Fire and Rescue NSW, the basic principle is that each local government area makes a contribution based on the cost of the fire and rescue service provided within its area:

- Fire and Rescue NSW estimates its spending in each local government area (LGA).
- Spending for the Greater Sydney area is allocated to local councils based on the previous five-year average land values.
- Spending for regional areas is allocated to local councils based on the previous year's portion.

- Each year, adjustments are made to reflect changes such as new fire stations, changes in fire station permanent staffing, and boundary changes between councils.

In some areas, multiple LGAs are grouped into a single fire district. These include the Sydney, Lower Hunter and Newcastle Fire Districts. In these fire districts, each individual council's contribution to the fire district estimated expenditure is based on the value of rateable land in the respective LGA. The apportionment of contributions is determined by the five-year rolling average of aggregate land values in each LGA, as advised by the NSW Valuer General.

For the NSW Rural Fire Service, each relevant council's contribution is based on their historic 20-year average share of expenditure, which reflects the cost of services provided within each council's area. The NSW Rural Fire Service does not operate in the urban core of Sydney but covers large parts of the Greater Sydney area.

In the case of the NSW State Emergency Service, each local government's contribution is based on its population.

Appendix B: Previous reviews relating to emergency services funding

NSW Parliamentary Inquiry into Fire and Emergency Services Levy – 2018

The Parliamentary Inquiry into the Fire and Emergency Services Levy (FESL) produced the following findings and recommendations.

Finding 1

That the failed implementation of the FESL was a poor public policy decision, undertaken without adequate understanding of the complexities of the issue or the impacts of the proposed reforms.

Finding 2

The failed implementation and late deferral of the FESL has caused significant and avoidable costs to local government and the insurance industry.

Recommendation 1

That the NSW Government provide greater oversight and accountability to ensure that the budgets for fire and emergency services agencies are appropriate.

Recommendation 2

That NSW Treasury continue to work to minimise the number of 'known unknowns' and conduct a full, and transparent re-modelling of any new emergency services funding levy.

Recommendation 3

That the NSW Government consider making Revenue NSW responsible for administering any new emergency services funding levy.

Recommendation 4

That no future NSW Government should move to implement a new emergency services funding levy unless it considers:

- use of capital improved value of land for calculation of levy
- differential levy rates, fixed charges, discounts and caps
- better aligned land classifications between council and the levy
- inclusion of motor vehicles
- the removal of the 11.7 per cent contribution by councils
- addressing the impact of the levy on lower socio-economic households which are currently unable to afford building and contents insurance.

Recommendation 5

That the NSW Government ensure appropriate consultation with key stakeholders during the development or re-modelling of any new levy.

Recommendation 6

That the NSW Government revisit the role and funding arrangements for the Emergency Services Levy Insurance Monitor to ensure that, if the FESL is re-introduced, the Monitor's role continues past June 2020.

NSW Federal Financial Relations Review (Thodey Review) – 2020

The Thodey Review made the following recommendations.

> *Recommendation 10: "All specific taxes on insurance products, including the Emergency Services Levy in New South Wales, should be abolished and replaced by more efficient and broad tax bases, to improve the affordability and uptake of insurance."*
>
> *Recommendation 11: "To reduce the cost of insurance and enable fairer ways to fund the fire and emergency services, the Government should reconsider applying a levy on property owners and should also consider combining this with any future broad-based land tax. The reform should follow a detailed consultation and modelling process to carefully consider the impacts on different taxpayers."*

Australia's Future Tax System Review (Henry Review) – 2010

The Henry Review conducted for the Australian Government made the following findings on insurance taxes:

> *"Australia has high taxes on insurance, both in comparison to other countries and to the way that other products and industries are taxed. Specific taxes on insurance add to the cost of insurance premiums and can lead to underinsurance or non-insurance."*
>
> *"Low-income earners are more likely than high-income earners to abandon insurance in response to higher premiums. The result is that they bear more risk themselves, although they are less well-placed to do so than people with higher incomes."*

Recommendation 79 of the Henry Review stated that:

> *"All specific taxes on insurance products, including the fire services levy, should be abolished. Insurance products should be treated like most other services consumed within Australia and be subject to only one broad-based tax on consumption."*

The Henry Review also noted the efficiency of land as a tax base:

> *"Land has the potential to be an efficient tax base for the States capable of delivering significant and sustainable revenues. Land is an efficient tax base because it is immobile; unlike labour or capital, it cannot move to escape tax. This means that economic growth would be higher if governments raised more revenue from land and less revenue from other tax bases. However, this efficiency is harmed if there are significant exemptions from land tax that encourage people to change how they use land."*

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DRAFT

XX April 2024

Mr Jason Li MP
Chair
NSW Legislative Assembly Public Accounts Committee
Parliament House
Macquarie Street
SYDNEY NSW 2000

Lodged via online submission form

Our Ref: 2024/121179

Dear Chair

Submission: Inquiry into assets, premises and funding of the NSW Rural Fire Service

Thank you for the opportunity to provide a submission to the NSW Legislative Assembly Public Accounts Committee as it examines the assets, premises and funding of the NSW Rural Fire Service.

The Northern Beaches is home nearly 270,000 people, living in over 105,000 dwellings. The Council manages over 300 bushland and wetland reserves covering around 1,700 hectares of bushland, with a further 11,400 hectares of bushland managed by National Parks and Wildlife Service. Council supports the Northern Beaches Rural Fire Service District through the provision and maintenance of buildings to its 13 brigades and headquarters along with support services including financial services.

Northern Beaches Council acknowledges the critical role the NSW Rural Fire Service (RFS) plays in fighting fires and protecting the people of NSW from the dangers of bushfires.

As the lead combat agency for bush fires in NSW, the RFS has many responsibilities for bush fire management and mitigation in NSW. It works closely with local councils within their local government areas in the prevention, mitigation and suppression of bush and other fires in local government areas, the co-ordination of bush firefighting and bush fire prevention, the protection of persons from injury or death, the protection of property from damage, the protection of infrastructure and environmental, economic, cultural, agricultural and community assets and the protection of the environment.

The *Rural Fires Act 1997* establishes rural fire districts, constituted around local government boundaries, as well as the RFS to be comprised of the Commissioner, other staff and volunteer firefighters. The key objectives in the implementation of the Act were to strengthen operating capabilities and the organisational structure and to lay

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the groundwork to simplify how the RFS was to be run. Further amendments should now be considered to the Act to achieve these objectives.

Council's responses to the inquiry's terms of reference are provided in the table below.

Responses

1. The mechanisms for:

a) Funding Rural Fire Service assets and premises

i) Premises

Council bears the cost of funding Rural Fire Service (RFS) premises within its Local Government Area and funds these costs from rates revenue.

Under the District Service Agreement, Council is required to allow the Commissioner and the RFS to occupy and use the following premises:

Brigade	Address
Northern Beaches Headquarters	Thompson Dr (Off Kamber Road), Terrey Hills
Beacon Hill	72A Willandra Rd, Oxford Falls
Belrose	Forest Way, Belrose
Coal and Candle	McCarrs Creek Road, Terrey Hills
Cottage Point	Cottage Point Road, Cottage Point
Coasters Retreat	Coasters Retreat
Davidson	43 Borgnis Street, Davidson
Duffys Forest	Anembo Road, Duffys Forest
Ingleside	King Road, Ingleside
Mackerel Beach	Diggers Crescent, Great Mackerel Beach
Scotland Island	Catherine Park, Scotland Island
Terrey Hills	Cnr Booralie Rd & Yulong Ave, Terrey Hills
Tumbledown Dick	2 Tumburra Street, Ingleside
West Pittwater	Elvina Bay & Lovett Bay

These premises are provided under licence to the Commissioner whereby Council will:

a) not interfere with the Commissioner's use and enjoyment of the premises during the term.

b) pay all rates, taxes, electricity, gas, oil and water charges separately metered and charged to the premises.

c) maintain the premises in good repair whereby Council will undertake all painting, maintenance and repairs of the premises involving:

   (i) the roof and external structure of the premises.

   (ii) any work that must be carried out by a licensed trades person, including, but not limited to electrical repairs and maintenance and plumbing repairs and maintenance and

d) effect and keep current at all times during the continuance of this agreement the following insurances:

   (i) building insurance; and

   (ii) public risk insurance in an amount of not less than $20,000,000.

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The above premises have a carrying value of $15.6 million, incur annual depreciation costs of $194,000, annual insurance costs of $26,000 and maintenance costs for the 2022/23 financial year were $261,000.

In addition, Council is responsible for utility costs and the majority of maintenance costs.

What is not recognised is that a significant portion of the land and built area within the Local Government Area is exempt from rates under Section 555 of the *Local Government Act 1993*. This includes crown land (not under lease), national parks, water catchment areas, churches and associated residences, schools and associated residences and land vested in or owned by a public transport agency. Some of these community assets are also frequent users of RFS services and resources.

Recommendation 1

No changes are made to the present arrangements for the management and provision of the 14 premises provided by Council to the RFS within its local government area which are used for the local brigades and regional headquarters. However, consideration must be given to ensuring that the funding of these premises is not only borne by Northern Beaches ratepayers from rates income and includes all beneficiaries of this critical service.

ii) Red Fleet and Other Assets

Funding for the Red Fleet and other assets is currently provided through the Emergency Services Levy (ESL). The contributions come from insurance policy holders (73.7%), the NSW Government (14.6%) and NSW local councils (11.7%).

The levy on local government of 11.7% is legislated under Section 110(3) of the *Rural Fires Act 1997* and Council's contribution to the RFS amounts to $1,322,195 for the 2023/24 financial year. It must also be recognised that Council also pays the emergency services levy on insurance of Council-owned property.

NSW remains the only mainland state which does not have a property-based levy to pay for emergency services. Alternative models should be considered to ensure that fire and emergency services are fully funded in a fair and equitable manner avoiding cost shifting to Councils. In looking at these alternative models consideration must be given to the fact that the entire community benefits from these services.

The ESL should be replaced with a broad-based land tax collected by the NSW Government.

The current ESL is not equitable for local councils as it does not apply consistently across all councils even though the entire community benefits from these services. The levy is now collected centrally through Revenue NSW however, each of the services have different budgetary structures and cost allocation mechanisms. The complex budgetary process is difficult to understand.

Recommendation 2

A broad-based land tax to be collected by the NSW Government should be introduced to replace all existing contributions to the ESL, as explored in the NSW Government's 'Reforming the emergency services funding system' consultation paper (Apr 2024).

b) Maintaining Rural Fire Service assets and premises

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i) Premises

As noted above under the District Service Agreement Council is required to:

- pay all rates, taxes, electricity, gas, oil and water charges separately metered and charged to the premises.
- maintain the premises in good repair whereby Council will undertake all painting, maintenance and repairs of the premises involving:
  a) the roof and external structure of the premises.
  b) any work that must be carried out by a licensed trades person, including, but not limited to electrical repairs and maintenance and plumbing repairs and maintenance.

With regards to premises, Council budgets annually for any renewal works as requested and prioritised by the local district. This budget (around $150,000 per year) is not sufficient to maintain the satisfactory condition of the buildings going forward. Further, the existing buildings are often too small to accommodate the larger modern firefighting trucks. Therefore, the buildings need to be adapted to be fit for purpose. These premises are generally located near bushfire prone areas and are likely to require significant fit outs to ensure they are resilient to bush fire risk as the impacts of climate change worsen.

Recommendation 3

As noted above, consideration must be given to ensuring that the funding of these premises is not only borne by Northern Beaches ratepayers from rates income but by all beneficiaries of this critical service. Consideration must also be given to funding renewals and upgrades to resilience as the impacts of climate change become more pronounced.

ii) Red Fleet and Other Assets

The RFS has an Asset Management Policy (P8.1.0) to set out principles that will apply to asset management to achieve their strategic direction. This policy applies to all current and planned non-financial assets managed and controlled by the RFS, including Council vested assets. The RFS Commissioner is responsible for this Policy. The RFS Strategic Asset Management Plan (SAMP) covers all – current and planned – non-financial assets under control of the RFS, including council-vested assets. The asset portfolio includes the physical assets, systems and processes that are required for the RFS to realise its vision of achieving a world standard of excellence in the provision of a volunteer-based community fire and emergency service.

The SAMP notes that “while the net carrying amount of RFS-owned property, plant and equipment was just under $90 million as at 30 June 2020, this does not reflect the total value of assets **under control of the organisation**. The RFS manages and determines standards for – but does not own – the majority of assets used in the delivery of its services. Brigade stations, fire control centres, and various forms of equipment used to respond to emergency incidents, are vested in and ultimately owned by local government.”

The SAMP further states “the RFS relies primarily on its fleet assets for delivery of frontline firefighting, rescue, and marine services, as well as on the support of other agencies. The organisation operates over 7,000 mobile assets including: firefighting appliances (4,100), aircraft (10), marine craft (35), bulk water carriers (500) and

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support vehicles (2,500)."

The SAMP further states that "the identified risk categories and their controls include Asset ownership – set up in legislation, RFS's fleet, equipment and infrastructure assets are primarily 'vested' with local government. This arrangement has led to RFS having little visibility on the reliability and status of an asset to perform its required service."

Lifecycle management of the assets specifies the required assets, the procedures for their operation and maintenance, supporting systems, information needs, decision-making criteria, improvement needs and unrestrained work/investment programs.

In terms of Asset Management Performance, the SAMP states "delivery of maintenance and renewal programs is dynamic, so these are actively managed to ensure that available funds are used to best value across the programs and to try and keep backlogs to levels that do not have risk consequences. Review of outcomes is also important – and so there is a check that scope and timing of the programs is adequate, especially if there has been delays or deferrals."

The RFS also has a Asset Disposal Service Standard (5.4.1) which states "the RFS is committed to the proper management of surplus or deficient physical assets that might otherwise reduce efficient, effective and safe service delivery. One of the key elements of asset management is the timely, appropriate and cost effective disposal of assets in a framework that ensures probity, honesty and conformity to Government Policy". Equipment covered by this Service Standard includes that purchased through/by/with funds from the Rural Fire Fighting Fund, and ownership vested in the local authority.

Council is not involved in the maintenance of the RFS Red Fleet and other assets. Nor would it be appropriate for Council to be involved in the maintenance of this equipment which is critical to the service.

Recommendation 4

The maintenance of the Red Fleet and other assets continues to be the responsibility of the RFS as part of its comprehensive asset management plans.

c) Accounting for the ownership of Rural Fire Service assets and premises

Council is required to control assets under the Australian Accounting Standards before accounting for those assets.

The Local Government Code of Accounting Practice and Financial Reporting (the Code) prescribes the forms of financial statements approved by the Office of Local Government (OLG).

The Code is intended to facilitate the practical and effective implementation of the Australian Accounting Standards.

In the 2016/17 financial year, the Code stated, "Councils have the option to continue to recognise or not to recognise Rural Fire Services assets in their accounts until such time as the control issue is agreed upon with the Rural Fire Service" and it clearly provided for councils to not recognise rural fire service assets including land, buildings, plant and vehicles that it did not control.

In each subsequent year changes have occurred in the Code. From the 2017/18 until the

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2022/23 financial year, it stated councils need to assess whether they control any Rural Fire Services assets and recognise in their financial statements any material assets under their control.

In 2023/24 this has been revised to say "Councils should recognise material rural firefighting equipment in their financial statements. Councils derive benefits from the rural firefighting equipment's service potential on the basis they have delegated their legal responsibilities for bushfire prevention, under Part 4 Bush Fire Prevention of the RF Act, to prevent the transmission of fire from council landholdings (particularly asset protection zones) to private land holdings through the District Service Agreements with the RFS".

i) Premises

It is Council's view based on Australian Accounting Standards that it controls the 14 premises within its local government area which are used for the local brigades and regional headquarters. As Council controls these assets it is appropriate for Council to continue to account for these assets at the fair value.

Under paragraph 4.2 of the Australian Accounting Standards Board's Conceptual Framework for Financial Reporting an entity controls an economic resource if it has the present ability to direct the use of the economic resource and obtain the economic benefits that may flow from it. Control includes the present ability to prevent other parties from directing the use of the economic resource and from obtaining the economic benefits that may flow from it. It follows that, if one party controls an economic resource, no other party controls that resource.

Further under paragraph 4.21 an entity has the present ability to direct the use of an economic resource if it has the right to deploy that economic resource in its activities, or to allow another party to deploy the economic resource in that other party's activities.

Paragraph 4.22 goes on to say control of an economic resource usually arises from an ability to enforce legal rights. However, control can also arise if an entity has other means of ensuring that it, and no other party, has the present ability to direct the use of the economic resource and obtain the benefits that may flow from it.

Paragraph 4.23 states for an entity to control an economic resource, the future economic benefits from that resource must flow to the entity either directly or indirectly rather than to another party. This aspect of control does not imply that the entity can ensure that the resource will produce economic benefits in all circumstances. Instead, it means that if the resource produces economic benefits, the entity is the party that will obtain them either directly or indirectly.

It does not appear that there is any contention as to who controls the land and buildings occupied by the RFS within its local government area which are used for the local brigades and regional headquarters.

Under Clause 6.2 of the District Service Agreement, Council grants in relation to those parts of the premises over which it has control and the Commissioner accepts a licence to enter and use the premises during the term of the agreement.

In terms of the requirements of AASB's Conceptual Framework in line with paragraph 4.21 Council has the present ability to direct the use of an economic resource as it has the right to allow the RFS to deploy the economic resource in its activities. In accordance with paragraph 4.22 Council maintains the ability to enforce legal rights

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under the District Service Agreement. Finally in accordance with paragraph 4.23 the future economic benefits from the land and buildings flow to Council indirectly through the benefits the services of the RFS provide to its residents and ratepayers.

Recommendation 5

No changes are made to the present arrangements in relation to the 14 premises provided by Council to the RFS within its local government area which are used for the local brigades and regional headquarters.

ii) Red Fleet and Other Equipment Assets

It is Council's view, based on Australian Accounting Standards, that it does not control Red Fleet and other RFS assets provided by the RFS to brigades within its local government area. As Council does not control these assets it is not appropriate for Council to be required to account for them as this determination must be made in accordance with Australian Accounting Standards.

The following papers have been prepared by a range of parties in an attempt to address the issue of who should account for Red Fleet and Other Equipment Assets.

- A report by Colin Parker, principal, GAAP Consulting in 2018 commissioned by the Office of Local Government (noting Carmen Ridley, Principal and Director, Australian Financial Reporting Solutions who works with the OLG in the development of Code provided a blind review to the report and was at the time a member of the AASB).
- FAQs-Guidance-to-Local-Government-on-Accounting-treatment-of-RFS-assets-Webinar – February 2023
- Attachment C NSW Treasury's Accounting Paper re Accounting Control of Red Fleet Assets Analysis – 2021

The RFS does not account for their firefighting equipment assets, as they, and NSW Treasury, are of the view that rural firefighting equipment that has been vested to councils under the *Rural Fires Act 1997* are the assets of councils. The RFS financial statements state "the ownership of all firefighting equipment purchased by the Rural Fire Fighting Fund is vested in the relevant local government council. The cost of such equipment is therefore expensed by the Service in the year of purchase."

It should be noted that the fair value of plant and equipment accounted for by the RFS on 30 June 2023 was $105.146 million.

Key points from the GAAP Consulting report include:

- Councils have no substantive rights for the control of fire-fighting equipment-vesting by itself does not confer control.
- The control of fire-fighting equipment by the RFS is evident by procurement (and replacement and retirement) decisions, service standards for care and maintenance, access and deployment within the district and elsewhere. These are substantive rights of the RFS.
- Fire-fighting equipment vested in councils should be recognised at cost in the RFS's financial statements.

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The FAQs-Guidance-to-Local-Government-on-Accounting-treatment-of-RFS-assets paper and the NSW Treasury's Accounting Paper re Accounting Control of Red Fleet Assets concluded that Red Fleet assets should be accounted for by Council but lacked detail to support their position in relation to control which is the essential test of the Australian Accounting Standards.

To support Council's interpretation of control under Australian Accounting Standards the following additional points are provided:

- The LGSA Review of Local Government Engagement with the NSW Rural Fire Service – A Discussion Paper February 2012 details many of the control issues experienced by Council. The RFS appliances and support vehicles (new and second hand) are purchased through the Rural Fire Fighting Fund and are vested in council. Councils contribute to the purchase of equipment through the Emergency Services Levy. These arrangements are required under section 119 of the *Rural Fires Act 1997*. The situation where councils "own" but do not have operational control of the RFS equipment raises issues in relation to insurance coverage and is in conflict with the Local Government Accounting Code.
- Since July 2011, the Treasury Managed Fund (TMF) has taken over the insurance for Council owned RFS vehicles. The new insurance arrangements are centralised and managed by the RFS with the insurance costs distributed to RFS areas where the vehicles are based. Councils contribute 11.7% to the insurance costs.
- Disposal of the equipment must be approved by the RFS Commissioner. The fund from the sale is to be returned to the Rural Fire Fighting Fund excluding GST.
- Councils have limited involvement in the process for determining the level of equipment and vehicles in their district. The purchase of equipment and vehicles is decided through the district budgeting process which councils are consulted on. However, the consultation process is at times tokenistic as Council's requests/opinions can be overridden by the RFS.
- The RFS makes all decisions regarding maintenance.
- The RFS makes all decisions about capital improvements and new assets. While Council may be consulted, it has no final decision.
- Once a capital budget is in place, the RFS organises all contractors and purchases.
- Plant purchases are 'centrally managed' by the RFS.
- Council is not involved in any decision-making about RFS budgets, purchases or sales.
- The RFS can, and does, move plant and equipment between Local Government Areas so that the RFS can get best value for money, maximise utilisation, and keep the overall State Fleet age low across individual Local Government Areas.
- RFS plant and equipment is insured by the RFS and not by Council.
- Allocations from the NSW Rural Fire Fighting Fund are based on a whole of RFS basis.
- The RFS Service Standard 5.3.5 – Fleet Insurance for RFS Appliances and Appendix 4 Extract from Red Fleet Insurance Frequently Asked Questions states,

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by providing the coverage through TMF, the RFS has a consistent and standardised coverage of all mobile assets operated under the RFS Red Fleet Program providing security for its assets and the volunteer members of our communities who travel in them.

- This above standard further states that it is not possible to have a situation where a handful of councils can elect not to utilise this insurance arrangement.
- The most telling item is whether Council has any control or input in the insurance arrangements where it states the premium will be based on fleet items listed in the Service's fleet database and, as is the case with all insurers, premiums are based around claims history and risk. These matters are managed wholly by the RFS and is an explicit statement of control by the RFS.
- The asset register is maintained by the RFS and is only provided to Council through the District Manager employed by the RFS. This further demonstrates that control of these assets is maintained by the RFS and not Council.
- NSW Rural Fire Service Policy P4.1.6 – Financial Accounting for RFS Assets deals with all assets with the exception of the Red Fleet. This highlights Council's inability to have any control over the following issues:
  - Depreciation – while Council would incur an expense for depreciation the funding through the distribution of proceeds from the sale by of RFS firefighting equipment is allocated between the RFS and the councils in the same proportion as each entity's contribution to the purchase of the equipment. This creates significant anomaly and further highlights the issue of control.
  - Useful Life – the RFS assess the useful life at the time of initial recognition of a fixed asset based on available evidence. The useful life is the best estimate of the amount of time that RFS management believe the asset will be used by the organisation before the asset is superseded, replaced or retired. Council is not in a position to influence this decision, further highlighting the control issue.
  - Subsequent Expenditure – these assets may have subsequent costs associated with their maintenance and/or upkeep. Council is not in a position to determine if subsequent expenditure is distinguishable between regular maintenance (to be treated as recurrent expenditure when incurred) and replacement of parts which enhance functionality or extend useful life whereby demonstration of probable future economic benefits is possible.
  - De-recognition of assets – an item of property, plant and equipment should be derecognised when it is disposed of and no future economic benefits are expected from its use or disposal. Gain or loss on de-recognition should be recognised in the income statement in the period in which de-recognition occurs. Council is not in a position to verify such information.
  - Significant Components – an asset may consist of several different and significant physical components. Where an item of plant and equipment comprises two or more significant components (e.g. truck and tank), with substantially different useful lives, then each component should be treated separately for depreciation purposes and depreciated over its individual useful life. Where a component is replaced or restored, the old component should be written off, to avoid double counting and the new component capitalised, if its cost is recoverable. Council is

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not in a position of control with respect to these issues.

- As noted above Council is not in a position to effectively account for all aspects of the assets due to limitations which effect the determination of Useful Life, Impairment, Subsequent Expenditure, De-recognition of Assets, Componentisation and Depreciation. If Council truly had control of these assets then it could effectively utilise the non-cash expense of depreciation and proceeds from sale and not have these apportioned between the RFS and the councils in the same proportion as each entity's contribution to the purchase of the equipment.

- RFS Policy P8.1.0 – Asset Management applies to all current and planned non-financial assets managed and controlled by the RFS, including Council vested assets. Under this policy the RFS commits to applying effective asset management over the entire asset lifecycle to efficiently manage cost, risk and asset performance for the benefit of our stakeholders.

- A fire control officer is appointed for each local government authority and is employed under *Government Sector Employment Act 2013* (NSW) as part of the RFS. He or she is not employed by the council (*Rural Fires Act 1997* Section 10). The fire control officer has the supervision and direction of the functions for the district (Rural Fires Act 1997 Section 38(2)):

  (a) has the supervision and direction of … all rural fire brigades and groups of rural fire brigades in the rural fire district for which the fire control officer has been appointed …

  (b) has the right to use any fire fighting apparatus in the rural fire district …

  (c) must inspect, or cause to be inspected, at least once each year all fire fighting apparatus in the rural fire district …

- Section 119(6) of the *Rural Fires Act 1997* provides the Commissioner may, with the concurrence of the council in which fire fighting equipment is vested under this section, use any of the equipment not reasonably required by the council to deal with incidents in the area of the council to deal with incidents outside the area.

- As evidenced in Section 38(2), Council does not manage the fire response. The idea that a local government, that has no direct responsibility for firefighting can advise the Commissioner that the RFS cannot relocate a tanker or other appliance because in council's opinion the vehicle is 'reasonably required by the council to deal with incidents in the area' is simply not practical nor reasonable. It is the RFS, not council that is responsible for dealing with relevant incidents, in particular fires. The roles of councils are to:

  - convene Local Emergency Management Committees and Recovery Committees.
  - work with State agencies to identify and prioritise risk mitigation options.
  - undertaking an all-hazards approach to emergency risk management.
  - working with insurers to minimise disaster risk exposure. Recognising that Local Councils have many other tasks to perform.

- Councils are not responsible for dealing with incidents/bushfires in their LGA. Councils do not use fire appliances to provide services to the community, the RFS

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does.

- A council cannot dispose of an appliance without the Commissioner's approval (section 119(3)) and cannot use an appliance to settle liabilities nor can they charge the RFS or anyone else for its use.

In conclusion Council has no right of use to the RFS equipment and hence does not economically benefit from them. A right not only includes the right of the entity to benefit from the asset but also the ability to deny other entities having any access to the use of rights. Council is unable to deny the RFS from using the equipment. State Government legislation including the *Rural Fires Act 1997* which is applicable to the RFS would stipulate they deliver their services using these assets.

What is most important is the operation of the RFS and its ability to own and control the assets it uses. Nothing should impede the magnificent work done by the RFS and its volunteers and the effective recording of these assets.

Recommendation 6

As is the case with the SES, the RFS should own and control the Red Fleet and other equipment assets which are critical to their operations and as such the *Rural Fires Act 1997* should be amended to ensure that rural firefighting equipment is no longer vested in councils to avoid any confusion in how it is accounted for.

d) Operational management, including the control of assets and premises, risks, and impacts to local government, and the ability to effect a response to emergencies

The current arrangements of shared responsibilities between Council and the RFS are inefficient and places financial and resource strain on the limited resources of both agencies. Other emergency services are provided full control over their functions, including management of assets, finances and equipment, and the same should apply to the RFS.

An example of this is the requirement for Council to review and approve RFS credit card spending and maintain monthly credit limits. This places an audit risk on Council as we are not fully able to maintain oversight over how these funds are spent, as well as potentially causing unnecessary delays to operations such catering for volunteers during a bushfire response.

An additional matter that must also be considered with regard to management of assets and premises is that the operational space used as the Local Emergency Operations Centre (LEOC) for multiagency coordination during a disaster event and Local Emergency Management Committee (LEMC) functions in peace time, is often domiciled within an RFS base of operations or Fire Control Centre. This is a common arrangement across NSW. As such we do not support changes to current property and premise arrangements which would have potential implications for LEOC and LEMC functions and to ensure that a suitable space for multiagency coordination is continued to be provided separate to RFS operations.

Recommendation 7

No changes are made to the present arrangements in relation to the 14 premises provided by Council to the RFS within its local government area which are used for the local brigades and regional headquarters and ensures provision and access to facilities required for Local Emergency Management Committee (LEMC) and Local Emergency

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Operations Centre (LEOC) functions. The RFS should own and control the Red Fleet and other equipment assets which are critical to their operations and as such the *Rural Fires Act 1997* should be amended to ensure that rural firefighting equipment is no longer vested in councils
2. Whether the following arrangements between Councils and the Rural Fire Service are fit for purpose:
a) Service agreements
The current District Service Agreement dates from 2010 and is outdated. A revised agreement is expected to be developed following the completion of a standard template by the Rural Fire Service. The District Service Agreement is required due to the current legislative constraints however it is grounded on outdated practices from when the RFS (then Bush Fire Service) was born from local government. Consequently, the *Rural Fires Act 1997* has a number of sections for which local government is identified as responsible, but for which the RFS takes on function (except those sections listed) in accordance with the District Service Agreement. Items for which Council is responsible for under the District Service Agreement do act as a substantial drain on Council's already limited resources and Council often does not receive any subsidy or compensation for these responsibilities. This current Inquiry presents an opportunity to reform these arrangements through legislative changes that will allow for the RFS to take on all responsibility for their own fleet and equipment and other bush fire related matters. This would lead to enhanced control by the RFS over their assets and other functions. It would also remove the need for dated agreements with complex and inefficient transfer of responsibilities between local government and the RFS. **Recommendation 8** That the *Rural Fires Act* 1997 be reformed to separate the responsibilities more clearly between RFS and local government, with a view of affording more control to the RFS to fund, own, manage and maintain their own assets and fleet and negate the need for complex district service agreements.
b) The division of responsibilities for bushfire management and hazard reduction
As the combat agency for fire incidents across most of the geographical extent of the Northern Beaches, in addition to all areas under Section 44 bush fire declarations, the RFS is better positioned than local government to retain total responsibility for bush fire management and hazard reduction activities. The current division of responsibilities between the RFS and Council in this regard is generally appropriate but does not appear consistent with the *Rural Fires Act 1997*. Abandoning the District Service Agreements as mentioned above would give greater autonomy to the RFS. Reforming the *Rural Fires Act 1997* and removing the service agreements, while requiring significant legislative change, would allow for a better reflection of the current functions of the RFS. Local government does not have sufficient resources or capability to take back the pre-existing responsibility that are currently managed by the RFS. For example, Section 100E of the *Rural Fires Act 1997* allows Council (or the RFS) to act as an 'Issuing Authority' in

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accordance with the Bush Fire Environmental Assessment Code to assess Hazard Reduction Certificate Applications. Council does not have sufficient resources to assess potentially hundreds of private land applications throughout the Northern Beaches. Hazard reduction complaints may also be made in regard to Council land, requiring independent assessment by the RFS.

With regards to hazard reduction responsibilities, Council has outlined a wide range of hazard reduction activities in the Bush Fire Risk Management Plan. However, the planning, execution and reporting of these activities is resource intensive and reliant on grant funding. Any delays, changes or reductions to this funding would reduce Council's capacity to pro-actively address bushfire risks for our residents and communities.

Recommendations 9

Remove current service agreements and reform the *Rural Fires Act 1997* to better reflect the function and divisions of responsibilities of the RFS and other stakeholders.

Review existing funding arrangements for activities outlined in local Bush Fire Risk Management Plans. Funding should be administratively efficient and more secure than current grant funding arrangements.

c) Upkeep of assets

i) Premises

As noted above Northern Beaches Council provides land and buildings to the RFS for the local brigades and regional headquarters.

Council provides a vast range of community buildings and associated assets and has a comprehensive operational and capital works program for the upkeep of these assets. As it controls the RFS premises and given its significant skills and experience in the management of operational and capital works program it is appropriate that it continues to provide undertake the works for the upkeep of RFS premises used for the RFS headquarters and brigades within its local government area. However, consideration must be given to the funding of these works so that burden does not fall directly on its ratepayers from rates income alone that all beneficiaries of this critical service should contribute to the funding. Consideration must also be given to funding renewals and upgrades to resilience as the impacts of climate change become more pronounced.

Recommendation 10

No changes are made to the present arrangements for the management of operational and capital works program in relation to premises provided by Council to the RFS within its local government area which are used for the local brigades and regional headquarters. However, consideration must be given to ensuring that the funding of these premises is not only borne by Northern Beaches ratepayers from rates income and includes all beneficiaries of this critical service.

ii) Red Fleet and Other Assets

The upkeep of the Red Fleet and other assets should remain the responsibility of the RFS.

The RFS has a comprehensive Asset Management Policy (P8.1.0) to set out principles that will apply to asset management to achieve their strategic direction. This policy applies to all current and planned non-financial assets managed and

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controlled by the RFS, including Council vested assets. The RFS Commissioner is responsible for this Policy. The RFS Strategic Asset Management Plan (SAMP) covers all – current and planned – non-financial assets under control of the RFS, including council-vested assets.

Recommendation 11

No changes are made to the present arrangements for upkeep of the Red Fleet and other assets as these are controlled by the RFS and the current arrangements support the magnificent work done by the RFS and its volunteers.

d) The provision of insurance

i) Premises

As noted above in accordance with the District Service Agreement Council is required to effect and keep current at all times during the continuance of the Agreement building insurance and public risk insurance in an amount of not less than $20,000,000.

Council insures the buildings and this is appropriate as we control these assets.

Many of the RFS brigade properties are situated within or nearby to bushfire prone land. If the risks associated with insuring these properties exceed insurers' risk tolerance, this may lead to increased cost of premiums or an outright refusal to offer policies for assets in these areas. This would shift significant risk onto Council which is required to provide and insure such premises under current arrangements.

Recommendation 12

As Council controls the 14 premises provided to the RFS within its local government area used for the local brigades and regional headquarters, it is appropriate that these assets are insured by Council. However, consideration must be given to ensuring that the funding of these premises is not only borne by Northern Beaches ratepayers from rates income and includes all beneficiaries of this critical service.

ii) Red Fleet and Other Assets

Since July 2011, the Treasury Managed Fund (TMF) has managed the insurance for the Red Fleet and other assets. These insurance arrangements are centralised and managed by the RFS with the insurance costs distributed to RFS areas where the vehicles are based.

The RFS has a Service Standard (5.3.5) for Fleet Insurance for RFS Appliances. To ensure compliance with NSW Treasury Managed Fund (TMF) requirements, the RFS operates a centrally managed comprehensive motor vehicle insurance arrangement for appliances identified on the RFS Fleet Program.

The Service Standard applies to Service Standard applies to all RFS, Brigade and Council owned assets including firefighting appliances, passenger appliances, group and troop appliances, buses, logistical support appliances, vessels, communication and community education appliances, dedicated trailers and caravans and other specialist appliances.

We agree with comments in the Standard's Frequently Asked Questions which states by providing the coverage through TMF, the RFS will have a consistent and standardised coverage of all mobile assets operated under the RFS's Red Fleet Program providing security for its assets and the volunteer members of our

Responses

communities who travel in them.

We also accept the Standard's statement as to whether councils have the option not to have the asset insured by TMF through the RFS that it is not possible to have a situation where a handful of councils can elect not to utilise this arrangement. In fact, advice from TMF is that unless all Councils participate, the program cannot be achieved.

Recommendation 13

As the RFS controls the Red Fleet and other assets it is appropriate for the reasons noted above that they continue to operate a centrally managed comprehensive motor vehicle insurance arrangement for appliances identified on the RFS Fleet Program which meets the requirements of the NSW Treasury Managed Fund.

e) Provision of land and construction management for RFS premises

As noted above Northern Beaches Council provides the land and buildings for 14 premises for RFS local brigades and the regional headquarters.

Council provides a vast range of community buildings and associated assets and has a comprehensive capital works program. As it controls the RFS premises and given its significant skills and experience in the management of a capital works program it is appropriate that it continues to provide construction management of RFS premises used for the RFS headquarters and brigades within its local government area. However, consideration must be given to the funding of these works so that burden does not fall directly on its ratepayers from rates income alone that all beneficiaries of this critical service should contribute to the funding. Consideration must also be given to funding renewals and upgrades to resilience as the impacts of climate change become more pronounced.

Recommendation 14

No changes are made to the present arrangements for construction management in relation to premises provided by Council to the RFS within its local government area which are used for the local brigades and regional headquarters. However, consideration must be given to ensuring that the funding of these premises is not only borne by Northern Beaches ratepayers from rates income and includes all beneficiaries of this critical service.

f) Bushfire Management Committees

Northern Beaches Council is generally pleased with the current function and administration of the local Bushfire Management Committee (BFMC).

Northern Beaches BFMC meetings are held quarterly, are generally well attended by most agencies, and provide an effective platform for coordinated bush fire risk planning and management.

The current arrangement between RFS and local government require local government to provide a Chairperson (Councillor) for the meetings, supported by the RFS through the Executive Officer. The Executive Officer provides substantial support and assistance to the chair, including managing correspondence, agendas and minutes; with the chair guiding and facilitating the meetings, process and BFMC resolutions.

Responses

Recommendation 15

The current function and operation of the Northern Beaches BFMC is supported and should be maintained.

3. The appropriate role for local authorities in the provision of emergency services

Council is not a combat agency but does act as crucial support agency to the combat agencies per the *State Emergency and Rescue Management 1987 Act* (SERM Act). This is true both during an emergency response, but perhaps even more so prior to an event to reduce risk and support multiagency coordination and planning, as well as following an event to facilitate long term recovery coordination.

Under the SERM Act, Council is responsible for providing executive support to the Local Emergency Controller (LEOCON) and Local Emergency Management Committee (LEMC). Council is required to provide a Local Emergency Management Officer (LEMO), who will often also, under delegated responsibility, chair the LEMC. The recent release of various State frameworks and plans such as the NSW State Recovery Plan and the State Emergency Management Plan (EMPLAN) have placed increased planning requirements on LEMCs and subsequently on councils responsible for providing the executive and other support required to deliver on these requirements. Council is well placed to provide this coordinating function between the emergency services and to ensure a focus is maintained across risk prevention, preparedness, response and recovery. However, Council does not receive any funding support to fulfill these increasingly important functions.

Furthermore, the SERM Act requires Council to provide facilities for LEMC operations as well as evacuation centres. The recently released State Welfare Services Functional Area Evacuation Centre Manual outlines essential criteria that Council is required to provide at these facilities, including food preparation areas, sleeping areas and recreational space. Again, no funding has been made available to meet these increasing requirements.

These activities and responsibilities undertaken by local government, while being vitally important to ensure the resilience and wellbeing of our community, must be adequately resourced if they are to be provided in a sustainable manner.

Recommendation 16

Amend the emergency management legislation and funding arrangements to allow for greater resourcing for networks and functions such as the LEMC that support multi-agency coordination.

4. The sustainability of local government contributions to emergency service provision

Council's contributions to emergency service provision reflect the unrelenting growth of cost shifting to councils. This coupled with rate pegging, is increasingly eroding the financial sustainability of local government and risking the capacity of councils to deliver grassroots services to their communities and maintain vital local infrastructure.

The latest research commissioned by Local Government NSW (LGNSW) shows that the increase in cost shifting has been accelerated by various NSW Government policies. The latest cost shifting report produced by independent consultants, Morrison Low on behalf of LGNSW for the 2021/22 financial year (p11) highlighted that Northern Beaches Council paid the highest Emergency Services Levy in 2021/22 at $6.4 million ($62 per ratepayer), which is 28% more than the next highest Council (Central Coast Council at $5.0 million). Our Emergency Services Levy has increased to $9.3 million this financial year, equivalent to $90

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per ratepayer. With councils having to fund this ongoing subsidy for the State Government each and every year it means our communities get less or go without. They go without better roads, they go without better parks, they go without important community services that only councils provide, and they and their ratepayers are effectively paying hidden taxes to other levels of government. **Recommendation 17** Amend the emergency management legislation and funding arrangements to provide an equitable basis for funding emergency services and remove the ongoing cost shifting to local government, recognising the expected cost increases in the future as a result of climate change amongst other factors. The NSW Government should remove the ESL from councils and insurers, and replace it with a broad-based property levy, collected directly by the NSW Government.
5. Any other related matters
Council currently provides a range of administrative and accounting services to the Commissioner and to the RFS for an annual fee of $1.00. This includes access to Council's Purchasing System, processing of accounts for payment, Council Credit Card access with relevant delegations, Petty Cash reimbursement, the provision of IT support, access to SEA (GIS System) and to Council's financial system. This arrangement is not administratively efficient, nor does it provide an appropriate level of oversight and the maintenance of internal controls. **Recommendation 18** All administrative, information technology and accounting functions should be undertaken centrally by the RFS to ensure processes are administratively efficient and appropriate internal controls are maintained.

Should you require any further information or assistance in this matter, please contact my office on 02 8495 5586.

Yours faithfully

Scott Phillips
Chief Executive Officer

northern beaches council

DRAFT

xx April 2024

Emergency Services Levy Project Team
New South Wales Treasury
52 Market Place
Sydney NSW 2000

Lodged via online submission form

Our Ref: 2024/264271

Dear Sir / Madam

Submission: 'Reforming the emergency services funding system' consultation paper

Northern Beaches Council welcomes the opportunity to provide feedback on NSW Treasury's consultation paper 'Reforming the emergency services funding system'.

The Northern Beaches stretches from Palm Beach to Manly and boasts 24 ocean beaches, over 80kms of coastline, 4 coastal lagoons, clean waterways, and is surrounded by bushland. The area is home to nearly 270,000 people, living in over 105,000 dwellings.

Over 19,000 properties are classified as bush fire prone, 22,000 flood prone, 8,850 properties at high geotechnical risk, 270 properties affected by coastal erosion, and a further 4,400 associated with potential estuarine inundation. In addition, some of our communities have an increased risk due to their proximity to large areas of bushland, in combination with their geographical isolation affecting their ability to evacuate during an emergency.

Northern Beaches has been identified as at high risk of future disasters in the NSW Reconstruction Authority's State Disaster Mitigation Plan, primarily driven by high exposure to coastal hazards. A sustainable funding system for emergency services in the face of more frequent and intense weather events is essential.

Council has focused its submission on those questions which relate directly to Council and its functions. Our feedback on the consultation paper is below:

Question 2. Which of the four revenue base models – capital improved values, unimproved land values, gross rental values and a fixed charges model – should be used to design the replacement levy?

Ideally the replacement levy, as described in the consultation paper, would be based on the Capital Improved Value of properties as this better reflects the value of the property being protected and is therefore more equitable.

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Creating a database of these values would also improve the basis for setting council rates, which are currently only permitted to use Unimproved Land Values.

IPART, in their 2016 Review of the Local Government Rating System, recommended the use of Capital Improved Value method to levy local council rates. Giving councils a choice between the two methods would provide flexibility in determining an equitable rating structure.

Given the estimated 5 years to develop a database of Capital Improved Values, utilising Unimproved Land Values initially may be suitable to implement the replacement levy and transition to Capital Improved Values in the future.

Question 3. Which of the current revenue sources for emergency services agencies should be replaced? (p16)

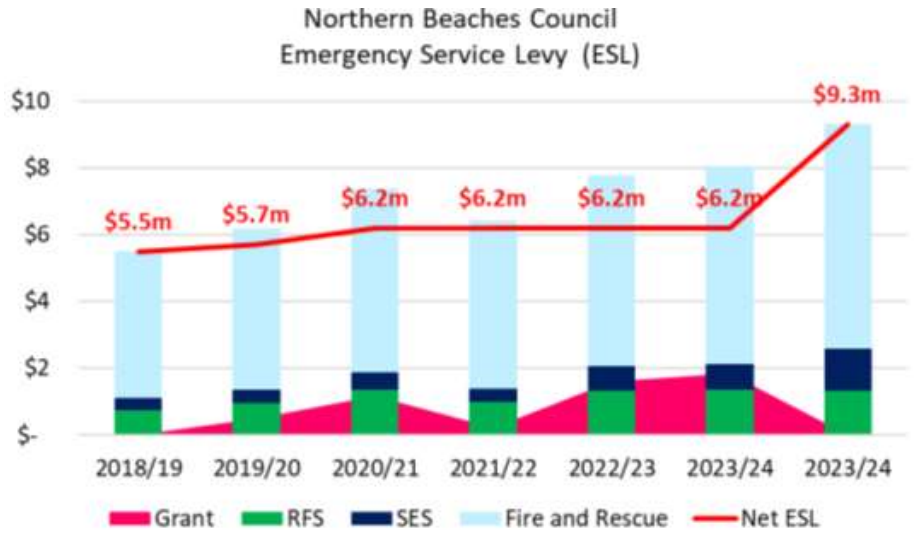
The new funding model must include removal of the Emergency Services Levy on councils in addition to that on insurance companies.

The current levy on councils is a distortionary tax that lacks equity and transparency – both in the way it is charged to councils without justification of increases in costs and the inability of councils to itemise this on rates notices so ratepayers are aware they are contributing to the funding of emergency services.

The unpredictable and significant cost increases in the Emergency Services Levy along with the inability of the rates income to keep pace with the increase is a significant risk to the Council's financial sustainability.

Northern Beaches Council pays the highest Emergency Services Levy in NSW. In the 2023/24 financial year, the net cost of the Levy increased by $3.1 million (50%) to $9.3 million ($1.5 million (19.5%) increase in the levy and $1.6 million through the removal of the levy subsidy).

Council was notified of the increase on 28 April 2023 – after community consultation on the draft budget for the 2023/24 financial year had commenced. As a result, the Council was required to reduce infrastructure funding by $3.1 million ongoing per year.



Incorporating the Local Government contribution into the replacement levy would enable the Council to re-invest $9.3 million in funding currently tied to the Emergency Service Levy back into the infrastructure program along with progressing actions to plan, prepare and recover from the impacts of 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.

Council has developed the Northern Beaches Resilience Strategy – Withstand. Adapt. Thrive which creates a vision for a resilient Northern Beaches and establishes a shared reference for collaborative action to increase the collective resilience of our community to a range of shocks and stresses. Furthermore, the NSW Reconstruction Authority will be releasing a framework in mid-2024 for councils to develop local Disaster Adaptation Plans (DAP).

Question 7. Should revenue from a replacement levy be collected by local governments or by the State Government through Revenue NSW? (p18)

We support Revenue NSW collecting the levy. It is administratively simpler, transparent and visible to property owners that they are making a contribution towards emergency services and funds services controlled by the State Government – not local government.

Should you require any further information or assistance in this matter, please contact my office on 02 8495 5586.

Yours faithfully

Scott Phillips
Chief Executive Officer

Council Policy

Privacy

Purpose

The purpose of this policy is to state Council's commitment to protecting and appropriately managing the personal information and health information that Council collects from individuals.

Principles

When Council collects personal information and health information, Council must comply with legislative requirements which include the following principles:

- 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, the purposes for which it is being collected, the intended recipients of the information and whether the supply of the information is required by law or is voluntary and if there are any consequences to not providing it
- Council must take reasonable steps to ensure that the personal information collected is relevant to the purpose for which it is collected, accurate, complete, up-to-date and not excessive
- the information is kept for no longer than is necessary, is disposed of securely and in accordance with legislative requirements and is protected, by taking required security safeguards to prevent unauthorised disclosure or misuse
- at the request of the individual to whom the information relates and without excessive delay or expense, provide the individual with access to the information
- the information will only be used and/or disclosed in accordance with applicable legislation.

Personal information and health information collected by Northern Beaches Council will be:

- managed according to and in compliance with the *Privacy and Personal Information Protection Act 1998, Health Records and Information Privacy Act 2002, Government Information (Public Access) Act 2009 and the Local Government Act 1993*
- managed according to Council's Privacy Management Plan
- managed in compliance with the legal obligations under the Information Protection Principles (IPP) and Health Protection Principles (HPP) in relation to the collection, storage, use and disclosure of personal information and health information
- subject to the NSW Mandatory Notification of Data Breach (MNDB) Scheme.

Council's Chief Executive Officer shall prepare a 'Privacy Management Plan' and a 'Data Breach Policy' (as Tier 2 or 3 documents under Council's Policy Framework) in accordance with the *Privacy and Personal Information Protection Act 1998.*

Scope and application

This policy applies to:

- all employees
- agents and officers
- Councillors

of Northern Beaches Council.

References and related documents

- Privacy and Personal Information Protection Act 1998
- Health Records and Information Privacy Act 2002
- Privacy Code of Practice for Local Government
- Northern Beaches Council Code of Conduct
- Northern Beaches Council Policy Framework

Definitions

Personal Information:

Information or an opinion about a person whose identity is apparent or can be reasonably ascertained from the information or opinion, as defined in the *Privacy and Personal Information Protection Act 1998*.

Health Information:

Information or an opinion about:

- the physical or mental health or a disability of a person
- a 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.

as well as other personal information including personal information:

- collected to provide, or in providing, a health service
- collected in connection with the donation, or intended donation, of a person's body parts, organs or body substances
- that is 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

as defined in the *Health Records and Information Privacy Act 2002.*

Privacy Management Plan:

The Privacy Management Plan required by Council under section 33 of the *Privacy and Personal Information Protection Act 1998.*

Mandatory Notification of Data Breach Scheme:

The NSW Mandatory Notification of Data Breach scheme set out in Part 6A of the *Privacy and Personal Information Protection Act 1998.*

Responsible Officer

Chief Information Officer

Review Date

March 2027

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

Council Policy

Privacy

~~**Policy Statement**~~
~~**Council**~~**Purpose**

The purpose of this policy is ~~committed~~ to~~:~~

state Council's commitment to protecting and appropriately managing the personal information and health 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.**~~ **Principles**

When Council collects personal information~~,~~ and health information, Council must comply with legislative requirements which include the following ~~applies~~principles:

- 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~~the purposes for which 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~~intended recipients of the information ~~is being collected must be informed if~~and whether the supply of 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~~ take reasonable steps to ensure that the 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 personal if the information (or any part of it) is not provided~~
- ~~the existence of any right of access~~relevant 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~~is collected, accurate ~~and~~, complete, up-to-date ~~before being used. Accessing Personal Information~~and not excessive
- ~~Council must allow the person~~the information is kept for no longer than is necessary, is disposed of securely and in accordance with legislative requirements and is protected, by taking required security safeguards to prevent unauthorised disclosure or misuse
- at the request of the individual to whom the information relates ~~to access their personal information~~and without excessive delay or expense ~~and allow them~~, provide the individual with access to ~~update, correct or amend their personal~~the information.

~~Limitations on Access and Amendments to Personal and Health Information~~

~~A person is only entitled to access their own personal~~ the information will only be used and/or disclosed in accordance with applicable legislation. Personal information 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 collected byall employees, agents and officers of Northern Beaches Council, including will be:

managed according to and in compliance with the *Privacy and Personal Information Protection Act 1998, Health Records and Information Privacy Act 2002,* Councillors.

References and related documents

- *Government Information (Public Access) Act 2009* (NSW)*and the Local Government Act 1993*
- managed according to Council's Privacy Management Plan
- managed in compliance with the legal obligations under the Information Protection Principles (IPP) and Health Protection Principles (HPP) in relation to the collection, storage, use and disclosure of personal information and health information
- subject to the NSW Mandatory Notification of Data Breach (MNDB) Scheme.

Council's Chief Executive Officer shall prepare a 'Privacy Management Plan' and a 'Data Breach Policy' (as Tier 2 or 3 documents under Council's Policy Framework) in accordance with the *Privacy and Personal Information Protection Act 1998.*

Scope and application

This policy applies to:

- all employees
- agents and officers
- Privacy Act 1988 (Commonwealth)
- National Councillors

of Northern Beaches Council.

References and related documents

- Privacy Principles (Commonwealth)and Personal Information Protection Act 1998
- Health Records and Information Privacy Act 2002
- Privacy Code of Practice for Local Government
- Northern Beaches Council Code of Conduct
- Northern Beaches Council Policy Framework

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, as defined in the *Privacy and Personal Information Protection Act 1998*.

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~~a 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~~as well as other personal information including personal information:

collected ~~:~~

- to provide, or in providing, a health service
- collected in connection with the donation, or intended donation, of ~~an~~a person's body parts, organs or body substances
- ~~regarding~~that is 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~~.~~

as defined in the *Health Records and Information Privacy Act 2002.*

Privacy Management Plan:

The Privacy Management Plan required by Council under section 33 of the *Privacy and Personal Information Protection Act 1998.*

Mandatory Notification of Data Breach Scheme:

The NSW Mandatory Notification of Data Breach scheme set out in Part 6A of the *Privacy and Personal Information Protection Act 1998.*

Responsible Officer

Chief Information Officer

Review Date

~~May 2021~~
March 2027

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~~			

Draft Terms of Reference
Audit, Risk and Improvement Committee

Northern Beaches Council has established an audit, risk and improvement committee in compliance with section 428A of the *Local Government Act 1993*, the *Local Government (General) Regulation 2021* and the Office of Local Government's *Guidelines for risk management and internal audit for local government in NSW*. These terms of reference set out the committee's objectives, authority, composition and tenure, roles and responsibilities, reporting and administrative arrangements.

Objective

The objective of Northern Beaches Council's (Council) audit, risk and improvement committee is to provide independent assurance to Council by monitoring, reviewing and providing advice about the Council's governance processes, compliance, risk management and control frameworks, external accountability obligations and overall performance.

Independence

The committee is to be independent to ensure it has no real or perceived bias or conflicts of interest that may interfere with its ability to act independently and to provide Council with robust, objective and unbiased advice and assurance.

The committee is to have an advisory and assurance role only and is to exercise no administrative functions, delegated financial responsibilities or any management functions of the Council. The committee will provide independent advice to the Northern Beaches Council that is informed by the Council's internal audit and risk management activities and information and advice provided by staff, relevant external bodies and subject matter experts.

The committee must always ensure it maintains a direct reporting line to and from the Council's internal audit function and act as a mechanism for internal audit to report to the governing body and the Chief Executive Officer on matters affecting the performance of the internal audit function.

Authority

Northern Beaches Council authorises the committee, for the purposes of exercising its responsibilities, to:

- → access any information it needs from the Council
- → use any Council resources it needs
- → have direct and unrestricted access to the Chief Executive Officer and senior management of the Council.
- → seek the Chief Executive Officer's permission to meet with any other Council staff member or contractor
- → discuss any matters with the external auditor or other external parties

- → request the attendance of any employee at committee meetings, and
- → obtain external legal or other professional advice in line with councils' procurement policies and subject to approval from the Chief Executive Officer.

Information and documents pertaining to the committee are confidential and are not to be made publicly available. The committee may only release Northern Beaches Council information to external parties that are assisting the committee to fulfil its responsibilities with the approval of the Chief Executive Officer, except where it is being provided to an external investigative or oversight agency for the purpose of informing that agency of a matter that may warrant its attention.

Composition and tenure

The committee consists of an independent chairperson and three independent members who have voting rights and one non-voting councillor/board member, as required under the *Local Government (General) Regulation 2021*.

The governing body is to appoint the chairperson and members of the committee. Current committee members are:

Stephen Horne	Independent chairperson (voting)
Juliana Walton	Independent member (voting)
Mark McCoy	Independent member (voting)
Robert Lagaida	Independent member (voting)
To be determined	[Councillor/board] member (non-voting) (if applicable) [cannot be the mayor]

All committee members must meet the independence and eligibility criteria prescribed under the *Local Government (General) Regulation 2021.*

Members will be appointed for up to a four-year term. Members can be reappointed for one further term, but the total period of continuous membership cannot exceed eight years. This includes any term as chairperson of the committee. Members who have served an eight-year term (either as a member or as chairperson) must have a two-year break from serving on the committee before being appointed again. To preserve the committee's knowledge of the Council ideally, no more than one member should retire from the committee because of rotation in any one year.

The terms and conditions of each member's appointment to the committee are to be set out in a letter of appointment. New members will be thoroughly inducted to their role and receive relevant information and briefings on their appointment to assist them to meet their responsibilities.

Prior to approving the reappointment or extension of the chairperson's or an independent member's term, the governing body is to undertake an assessment of the chairperson's or committee member's performance. Reappointment of the chairperson or a committee member is also to be subject to that person still meeting the independence and eligibility requirements prescribed under the *Local Government (General) Regulation 2021*.

Members of the committee must possess and maintain a broad range of skills, knowledge and experience relevant to the operations, governance and financial management of the

Council, the environment in which the Council operates, and the contribution that the committee makes to the Council. At least one member of the committee must have accounting or related financial management experience with an understanding of accounting and auditing standards in a local government environment. All members should have sufficient understanding of the Council's financial reporting responsibilities to be able to contribute to the committee's consideration of the Council's annual financial statements.

Role

As required under section 428A of the *Local Government Act 1993* (the Act), the role of the committee is to review and provide independent advice to the Northern Beaches Council regarding the following aspects of the Council's operations:

- compliance
- risk management
- fraud control
- financial management
- governance
- implementation of the strategic plan, delivery program and strategies
- service reviews
- collection of performance measurement data by the Council, and
- internal audit.

The committee must also provide information to the Council for the purpose of improving the performance of its functions.

The committee's specific audit, risk and improvement responsibilities under section 428A of the Act are outlined in Schedule 1 to these terms of reference.

The committee will act as a forum for consideration of the Council's internal audit function and oversee its planning, monitoring and reporting to ensure it operates effectively.

The committee has no power to direct external audit or the way it is planned and undertaken but will act as a forum for the consideration of external audit findings.

The committee is directly responsible and accountable to the governing body for the exercise of its responsibilities. In carrying out its responsibilities, the committee must at all times recognise that primary responsibility for management of the Councilrests with the governing body and the Chief Executive Officer.

The responsibilities of the committee may be revised or expanded in consultation with, or as requested by, the governing body from time to time.

Responsibilities of members

Independent members

The chairperson and members of the committee are expected to understand and observe the requirements of the Office of Local Government's *Guidelines for risk management and internal audit for local government in NSW*. Members are also expected to:

- make themselves available as required to attend and participate in meetings
- contribute the time needed to review and understand information provided to it
- apply good analytical skills, objectivity and judgement

- act in the best interests of the Northern Beaches Council
- have the personal courage to raise and deal with tough issues, express opinions frankly, ask questions that go to the fundamental core of the issue and pursue independent lines of inquiry
- maintain effective working relationships with the Council
- have strong leadership qualities (chairperson)
- lead effective committee meetings (chairperson), and
- oversee the Council's internal audit function (chairperson).

Councillor members

To preserve the independence of the committee, the councillor member of the committee is a non-voting member. Their role is to:

- relay to the committee any concerns the governing body may have regarding the Council and issues being considered by the committee
- provide insights into local issues and the strategic priorities of the Council that would add value to the committee's consideration of agenda items
- advise the governing body (as necessary) of the work of the committee and any issues arising from it, and
- assist the governing body to review the performance of the committee.

Issues or information the councillor member raises with or provides to the committee must relate to the matters listed in Schedule 1 and issues being considered by the committee.

The councillor member of the committee must conduct themselves in a non-partisan and professional manner. The councillor member of the committee must not engage in any conduct that seeks to politicise the activities of the committee or the internal audit function or that could be seen to do so.

If the councillor member of the committee engages in such conduct or in any other conduct that may bring the committee and its work into disrepute, the chairperson of the committee may recommend to the Council, that the councillor member be removed from membership of the committee. Where the Council does not agree to the committee chairperson's recommendation, the Council must give reasons for its decision in writing to the chairperson.

Conduct

Independent committee members are required to comply with the Northern Beaches Council Code of Conduct (the Code).

Complaints alleging breaches of the Code by an independent committee member are to be dealt with in accordance with the *Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW*. The Chief Executive Officer must consult with the governing body before taking any disciplinary action against an independent committee member in response to a breach of the Code.

Conflicts of interest

Once a year, committee members must provide written declarations to the Council stating that they do not have any conflicts of interest that would preclude them from being members of the committee. Independent committee members are 'designated persons' for the purposes of the Code and must also complete and submit returns of their interests.

Committee members and observers must declare any pecuniary or non-pecuniary conflicts of interest they may have in a matter being considered at the meeting at the start of each meeting or as soon as they become aware of the conflict of interest. Where a committee member or observer declares a pecuniary or a significant non-pecuniary conflict of interest, they must remove themselves from committee deliberations on the issue. Details of conflicts of interest declared at meetings must be appropriately minuted.

Standards

Committee members are to conduct their work in accordance with the International Standards for the Professional Practice of Internal Auditing issued by the Institute of Internal Auditors and the Australian risk management standards where applicable.

Work plans

The work of the committee is to be thoroughly planned and executed. The committee must develop a strategic work plan every four years to ensure that the matters listed in Schedule 1 are reviewed by the committee and considered by the internal audit function when developing their risk-based program of internal audits. The strategic work plan must be reviewed at least annually to ensure it remains appropriate.

The committee may, in consultation with the governing body, vary the strategic work plan at any time to address new or emerging risks. The governing body may also, by resolution, request the committee to approve a variation to the strategic work plan. Any decision to vary the strategic work plan must be made by the committee.

The committee must also develop an annual work plan to guide its work, and the work of the internal audit function over the forward year.

The committee may, in consultation with the governing body, vary the annual work plan to address new or emerging risks. The governing body may also, by resolution, request the committee to approve a variation to the annual work plan. Any decision to vary the annual work plan must be made by the committee.

When considering whether to vary the strategic or annual work plans, the committee must consider the impact of the variation on the internal audit function’s existing workload and the completion of pre-existing priorities and activities identified under the work plan.

Assurance reporting

The committee must regularly report to the Council to ensure that it is kept informed of matters considered by the committee and any emerging issues that may influence the strategic direction of the Council’s or the achievement of the Council’s goals and objectives.

The committee will provide an update to the governing body and the Chief Executive Officer of its activities and opinions after every committee meeting.

The committee will provide an annual assessment to the governing body and the Chief Executive Officer on the committee’s work and its opinion on how the Council is performing.

The committee will provide a comprehensive assessment every council term of the matters listed in Schedule 1 to the governing body and the Chief Executive Officer.

The committee may at any time report to the governing body or the Chief Executive Officer on any other matter it deems of sufficient importance to warrant their attention. The mayor and the chairperson of the committee may also meet at any time to discuss issues relating to the work of the committee.

Should the governing body require additional information, a request for the information may be made to the chairperson by resolution. The chairperson is only required to provide the information requested by the governing body where the chairperson is satisfied that it is reasonably necessary for the governing body to receive the information for the purposes of performing its functions under the Local Government Act. Individual councillor members are not entitled to request or receive information from the committee.

Administrative arrangements

Meetings

The committee will meet 4 times per year, in addition to a special meeting to review the Council's financial statements.

The committee can hold additional meetings when significant unexpected issues arise, or if the chairperson is asked to hold an additional meeting by a committee member, the Chief Executive Officer or the governing body.

Committee meetings can be held in person, by telephone or videoconference. Proxies are not permitted to attend meetings if a committee member cannot attend.

A quorum will consist of a majority of independent voting members. Where the vote is tied, the chairperson has the casting vote.

The chairperson of the committee will decide the agenda for each committee meeting. Each committee meeting is to be minuted to preserve a record of the issues considered and the actions and decisions taken by the committee.

The Mayor, Chief Executive Officer and the Executive Manager Internal Audit and Complaints Resolution should attend committee meetings as non-voting observers. The external auditor (or their representative) is to be invited to each committee meeting as an independent observer. The chairperson can request the Council's Chief Financial Officer, Executive Manager Financial Planning & Systems, Executive Manager Governance & Risk, relevant senior managers, any councillors, any employee/contractor of the council and any subject matter expert to attend committee meetings. Where requested to attend a meeting, persons must attend the meeting where possible and provide any information requested. Observers have no voting rights and can be excluded from a meeting by the chairperson at any time.

The committee can hold closed meetings whenever it needs to discuss confidential or sensitive issues with only voting members of the committee present.

The committee must meet separately with the Executive Manager Internal Audit and Complaints Resolution and the Council's external auditor at least once each year.

Dispute resolution

Members of the committee and the Council's management should maintain an effective working relationship and seek to resolve any differences they may have in an amicable and professional way by discussion and negotiation.

In the event of a disagreement between the committee and the Chief Executive Officer or other senior managers, the dispute is to be resolved by the governing body.

Unresolved disputes regarding compliance with statutory or other requirements are to be referred to the Departmental Chief Executive of the Office of Local Government in writing.

Secretariat

The Chief Executive Officer will nominate a staff member to provide secretariat support to the committee. The secretariat will ensure the agenda for each meeting and supporting papers are circulated at least one week before the meeting and ensure that minutes of meetings are prepared and maintained. Minutes must be approved by the chairperson and circulated within two weeks of the meeting to each member.

Resignation and dismissal of members

Where the chairperson or a committee member is unable to complete their term or does not intend to seek reappointment after the expiry of their term, they should give three months notice to the chairperson and the governing body prior to their resignation to allow the Council to ensure a smooth transition to a new chairperson or committee member.

The governing body can, by resolution, terminate the appointment of the chairperson or an independent committee member before the expiry of their term where that person has:

- breached the council's code of conduct
- performed unsatisfactorily or not to expectations
- declared, or is found to be in, a position of a conflict of interest which is unresolvable
- been declared bankrupt or found to be insolvent
- experienced an adverse change in business status
- been charged with a serious criminal offence
- been proven to be in serious breach of their obligations under any legislation, or
- experienced an adverse change in capacity or capability.

The position of a councillor member on the committee can be terminated at any time by the governing body by resolution.

Review arrangements

At least once every council term, the governing body must review or arrange for an external review of the effectiveness of the committee.

These terms of reference must be reviewed annually by the committee and once each council term by the governing body. Any substantive changes are to be approved by the governing body.

Schedule 1 – Audit, risk and improvement committee responsibilities

Audit

Internal audit

- Provide overall strategic oversight of internal audit activities
- Act as a forum for communication between the governing body, Chief Executive Officer, senior management, the internal audit function and external audit
- Coordinate, as far as is practicable, the work programs of internal audit and other assurance and review functions
- Review and advise the Council:
  - on whether the Council is providing the resources necessary to successfully deliver the internal audit function
  - if the Council is complying with internal audit requirements, including conformance with the International Professional Practices Framework
  - if the Council internal audit charter is appropriate and whether the internal audit policies and procedures and audit/risk methodologies used are suitable
  - of the strategic four-year work plan and annual work plan of internal audits to be undertaken by the Council's internal audit function
  - if the Council's internal audit activities are effective, including the performance of the internal audit coordinator and the internal audit function
  - of the findings and recommendations of internal audits conducted, and corrective actions needed to address issues raised
  - of the implementation by the Council of these corrective actions
  - on the appointment of the internal audit coordinator and external providers, and
  - if the internal audit function is structured appropriately and has sufficient skills and expertise to meet its responsibilities

External audit

- Act as a forum for communication between the governing body, Chief Executive Officer, senior management, the internal audit function and external audit
- Coordinate as far as is practicable, the work programs of internal audit and external audit
- Provide input and feedback on the financial statement and performance audit coverage proposed by external audit and provide feedback on the audit services provided
- Review all external plans and reports in respect of planned or completed audits and monitor council's implementation of audit recommendations
- Provide advice to the governing body and/or Chief Executive Officeron action taken on significant issues raised in relevant external audit reports and better practice guides

Risk

Risk management

Review and advise the Council:

- if the Council has in place a current and appropriate risk management framework that is consistent with the Australian risk management standard
- whether the Council is providing the resources necessary to successfully implement its risk management framework

- whether the Council's risk management framework is adequate and effective for identifying and managing the risks the Council faces, including those associated with individual projects, programs and other activities
- if risk management is integrated across all levels of the Council and across all processes, operations, services, decision-making, functions and reporting
- of the adequacy of risk reports and documentation, for example, the Council's risk register and risk profile
- whether a sound approach has been followed in developing risk management plans for major projects or undertakings
- whether appropriate policies and procedures are in place for the management and exercise of delegations
- if the Council has taken steps to embed a culture which is committed to ethical and lawful behaviour
- if there is a positive risk culture within the Council and strong leadership that supports effective risk management
- of the adequacy of staff training and induction in risk management
- how the Council's risk management approach impacts on the Council's insurance arrangements
- of the effectiveness of the Council's management of its assets, and
- of the effectiveness of business continuity arrangements, including business continuity plans, disaster recovery plans and the periodic testing of these plans.

Internal controls

Review and advise the Council:

- whether the Council's approach to maintaining an effective internal audit framework, including over external parties such as contractors and advisors, is sound and effective
- whether the Council has in place relevant policies and procedures and that these are periodically reviewed and updated
- whether appropriate policies and procedures are in place for the management and exercise of delegations
- whether staff are informed of their responsibilities and processes and procedures to implement controls are complied with
- if the Council's monitoring and review of controls is sufficient, and
- if internal and external audit recommendations to correct internal control weaknesses are implemented appropriately.

Compliance

Review and advise the Council of the adequacy and effectiveness of the Council's compliance framework, including:

- if the Council has appropriately considered legal and compliance risks as part of its risk management framework
- how the Council manages its compliance with applicable laws, regulations, policies, procedures, codes, and contractual arrangements, and
- whether appropriate processes are in place to assess compliance.

Fraud and corruption

Review and advise the Council of the adequacy and effectiveness of the Council's fraud and corruption prevention framework and activities, including whether it has appropriate

processes and systems in place to capture and effectively investigate fraud-related information.

Financial management

Review and advise the Council:

- if the Council is complying with accounting standards and external accountability requirements
- of the appropriateness of the Council's accounting policies and disclosures
- of the implications for the Council of the findings of external audits and performance audits and responses and implementation of recommendations
- whether the Council's financial statement preparation procedures and timelines are sound
- the accuracy of the Council's annual financial statements prior to external audit, including:
  - management compliance/representations
  - significant accounting and reporting issues
  - the methods used to account for significant or unusual transactions and areas of significant estimates or judgements
  - appropriate management signoff on the statements
- if effective processes are in place to ensure financial information included in the Council's annual report is consistent with signed financial statements
- if the Council's financial management processes are adequate
- the adequacy of cash management policies and procedures
- if there are adequate controls over financial processes, for example:
  - appropriate authorisation and approval of payments and transactions
  - adequate segregation of duties
  - timely reconciliation of accounts and balances
  - review of unusual and high value purchases
- if policies and procedures for management review and consideration of the financial position and performance of the Council are adequate
- if the Council's grants and tied funding policies and procedures are sound.

Governance

Review and advise the Council regarding its governance framework, including:

- decision-making processes
- implementation of governance policies and procedures
- reporting lines and accountability
- assignment of key roles and responsibilities
- committee structure
- management oversight responsibilities
- human resources and performance management activities
- reporting and communication activities
- information and communications technology (ICT) governance, and
- management and governance of the use of data, information and knowledge

Improvement

Strategic planning

Review and advise the Council:

- → of the adequacy and effectiveness of the Council's integrated, planning and reporting (IP&R) processes
- → if appropriate reporting and monitoring mechanisms are in place to measure progress against objectives, and
- → whether the Council is successfully implementing and achieving its IP&R objectives and strategies.

Service reviews and business improvement

- → Act as a forum for communication and monitoring of any audits conducted by external bodies and the implementation of corrective actions (for example, NSW government agencies, Commonwealth government agencies, insurance bodies)
- → Review and advise the Council:
  - If the Council has robust systems to set objectives and goals to determine and deliver appropriate levels of service to the community and business performance
  - if appropriate reporting and monitoring mechanisms are in place to measure service delivery to the community and overall performance, and
  - how the Council can improve its service delivery and performance of its business and functions generally

Performance data and measurement

Review and advise the Council:

- → if the Council has a robust system to determine appropriate performance indicators to measure the achievement of its strategic objectives
- → if the performance indicators the Council uses are effective, and
- → of the adequacy of performance data collection and reporting.

Review Date

Reviewed annually by ARIC

Reviewed by Council once per Council term – insert date four years from the date of Council adoption

Revision History

Date	Detail	TRIM #
April 2024	Draft for Council's review – OLG Model Terms of Reference	2024/244072

Model terms of reference for local government audit, risk and improvement committees

[Council/joint organisation] has established an audit, risk and improvement committee in compliance with section 428A of the *Local Government Act 1993*, the *Local Government (General) Regulation 2021* and the Office of Local Government's *Guidelines for risk management and internal audit for local government in NSW*. These terms of reference set out the committee's objectives, authority, composition and tenure, roles and responsibilities, reporting and administrative arrangements.

Objective

The objective of [council's/joint organisation's] audit, risk and improvement committee is to provide independent assurance to [council/joint organisation] by monitoring, reviewing and providing advice about the [council's/joint organisation's] governance processes, compliance, risk management and control frameworks, external accountability obligations and overall performance.

Independence

The committee is to be independent to ensure it has no real or perceived bias or conflicts of interest that may interfere with its ability to act independently and to provide [council/joint organisation] with robust, objective and unbiased advice and assurance.

The committee is to have an advisory and assurance role only and is to exercise no administrative functions, delegated financial responsibilities or any management functions of the [council/joint organisation]. The committee will provide independent advice to the [council/joint organisation] that is informed by the [council's/joint organisation's] internal audit and risk management activities and information and advice provided by staff, relevant external bodies and subject matter experts.

The committee must always ensure it maintains a direct reporting line to and from the [council's/joint organisation's] internal audit function and act as a mechanism for internal audit to report to the governing body and the [general manager/executive officer] on matters affecting the performance of the internal audit function.

Authority

[Council/joint organisation] authorises the committee, for the purposes of exercising its responsibilities, to:

- access any information it needs from the [council/joint organisation]
- use any [council/joint organisation] resources it needs
- have direct and unrestricted access to the [general manager/executive officer] and senior management of the [council/joint organisation]
- seek the [general manager's/executive officer's] permission to meet with any other [council/joint organisation] staff member or contractor
- discuss any matters with the external auditor or other external parties
- request the attendance of any employee at committee meetings, and

→ obtain external legal or other professional advice in line with councils' procurement policies. [Detail any prior approval needed or pre-determined budget for costs].

Information and documents pertaining to the committee are confidential and are not to be made publicly available. The committee may only release [council/joint organisation] information to external parties that are assisting the committee to fulfil its responsibilities with the approval of the [general manager/executive officer], except where it is being provided to an external investigative or oversight agency for the purpose of informing that agency of a matter that may warrant its attention. [amend if documentation is to be made available to the public].

Composition and tenure

The committee consists of an independent chairperson and [two] independent members who have voting rights and [one non-voting councillor/board member], as required under the *Local Government (General) Regulation 2021*.

The governing body is to appoint the chairperson and members of the committee. Current committee members are:

[name]	Independent chairperson (voting)
[name]	Independent member (voting)
[name]	Independent member (voting)
[name]	[Councillor/board] member (non-voting) (if applicable) [cannot be the mayor]

All committee members must meet the independence and eligibility criteria prescribed under the *Local Government (General) Regulation 2021*.

Members will be appointed for up to a four-year term. Members can be reappointed for one further term, but the total period of continuous membership cannot exceed eight years. This includes any term as chairperson of the committee. Members who have served an eight-year term (either as a member or as chairperson) must have a two-year break from serving on the committee before being appointed again. To preserve the committee's knowledge of the [council/joint organisation], ideally, no more than one member should retire from the committee because of rotation in any one year.

The terms and conditions of each member's appointment to the committee are to be set out in a letter of appointment. New members will be thoroughly inducted to their role and receive relevant information and briefings on their appointment to assist them to meet their responsibilities.

Prior to approving the reappointment or extension of the chairperson's or an independent member's term, the governing body is to undertake an assessment of the chairperson's or committee member's performance. Reappointment of the chairperson or a committee

member is also to be subject to that person still meeting the independence and eligibility requirements prescribed under the *Local Government (General) Regulation 2021*.

Members of the committee must possess and maintain a broad range of skills, knowledge and experience relevant to the operations, governance and financial management of the [council/joint organisation], the environment in which the [council/joint organisation] operates, and the contribution that the committee makes to the [council/joint organisation]. At least one member of the committee must have accounting or related financial management experience with an understanding of accounting and auditing standards in a local government environment. All members should have sufficient understanding of the [council's/joint organisation's] financial reporting responsibilities to be able to contribute to the committee's consideration of the [council's/joint organisation's] annual financial statements.

[Add any relevant details about shared arrangements, if applicable].

Role

As required under section 428A of the *Local Government Act 1993* (the Act), the role of the committee is to review and provide independent advice to the [council/joint organisation] regarding the following aspects of the [council's/joint organisation's] operations:

- compliance
- risk management
- fraud control
- financial management
- governance
- implementation of the strategic plan, delivery program and strategies
- service reviews
- collection of performance measurement data by the [council/joint organisation], and
- internal audit.

The committee must also provide information to the [council/joint organisation] for the purpose of improving the [council's/joint organisation's] performance of its functions.

The committee's specific audit, risk and improvement responsibilities under section 428A of the Act are outlined in Schedule 1 to these terms of reference.

The committee will act as a forum for consideration of the [council's/joint organisation's] internal audit function and oversee its planning, monitoring and reporting to ensure it operates effectively.

The committee has no power to direct external audit or the way it is planned and undertaken but will act as a forum for the consideration of external audit findings.

The committee is directly responsible and accountable to the governing body for the exercise of its responsibilities. In carrying out its responsibilities, the committee must at all times recognise that primary responsibility for management of the [council/joint organisation] rests with the governing body and the [general manager/executive officer].

The responsibilities of the committee may be revised or expanded in consultation with, or as requested by, the governing body from time to time.

Responsibilities of members

Independent members

The chairperson and members of the committee are expected to understand and observe the requirements of the Office of Local Government's *Guidelines for risk management and internal audit for local government in NSW*. Members are also expected to:

- make themselves available as required to attend and participate in meetings
- contribute the time needed to review and understand information provided to it
- apply good analytical skills, objectivity and judgement
- act in the best interests of the [council/joint organisation]
- have the personal courage to raise and deal with tough issues, express opinions frankly, ask questions that go to the fundamental core of the issue and pursue independent lines of inquiry
- maintain effective working relationships with the [council/joint organisation]
- have strong leadership qualities (chairperson)
- lead effective committee meetings (chairperson), and
- oversee the [council's/joint organisation's] internal audit function (chairperson).

[Councillor/board] members (if applicable)

To preserve the independence of the committee, the [councillor/board] member of the committee is a non-voting member. Their role is to:

- relay to the committee any concerns the governing body may have regarding the [council/joint organisation] and issues being considered by the committee
- provide insights into local issues and the strategic priorities of the [council/joint organisation] that would add value to the committee's consideration of agenda items
- advise the governing body (as necessary) of the work of the committee and any issues arising from it, and
- assist the governing body to review the performance of the committee.

Issues or information the councillor member raises with or provides to the committee must relate to the matters listed in Schedule 1 and issues being considered by the committee.

The [councillor/board] member of the committee must conduct themselves in a non-partisan and professional manner. The [councillor/board] member of the committee must not engage in any conduct that seeks to politicise the activities of the committee or the internal audit function or that could be seen to do so.

If the [councillor/board] member of the committee engages in such conduct or in any other conduct that may bring the committee and its work into disrepute, the chairperson of the committee may recommend to the [council/joint organisation], that the [councillor/board] member be removed from membership of the committee. Where the [council/joint organisation] does not agree to the committee chairperson's recommendation, the [council/joint organisation] must give reasons for its decision in writing to the chairperson.

Conduct

Independent committee members are required to comply with the [council's/joint organisation's] code of conduct.

Complaints alleging breaches of the [council's/joint organisation's] code of conduct by an independent committee member are to be dealt with in accordance with the *Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW*. The [general manager/executive officer] must consult with the governing body before taking any disciplinary action against an independent committee member in response to a breach of the [council's/joint organisation's] code of conduct.

Conflicts of interest

Once a year, committee members must provide written declarations to the [council/joint organisation] stating that they do not have any conflicts of interest that would preclude them from being members of the committee. Independent committee members are 'designated persons' for the purposes of the [council's/joint organisation's] code of conduct and must also complete and submit returns of their interests.

Committee members and observers must declare any pecuniary or non-pecuniary conflicts of interest they may have in a matter being considered at the meeting at the start of each meeting or as soon as they become aware of the conflict of interest. Where a committee member or observer declares a pecuniary or a significant non-pecuniary conflict of interest, they must remove themselves from committee deliberations on the issue. Details of conflicts of interest declared at meetings must be appropriately minuted.

Standards

Committee members are to conduct their work in accordance with the International Standards for the Professional Practice of Internal Auditing issued by the Institute of Internal Auditors and [current Australian risk management standard], where applicable.

Work plans

The work of the committee is to be thoroughly planned and executed. The committee must develop a strategic work plan every four years to ensure that the matters listed in Schedule 1 are reviewed by the committee and considered by the internal audit function when developing their risk-based program of internal audits. The strategic work plan must be reviewed at least annually to ensure it remains appropriate.

The committee may, in consultation with the governing body, vary the strategic work plan at any time to address new or emerging risks. The governing body may also, by resolution, request the committee to approve a variation to the strategic work plan. Any decision to vary the strategic work plan must be made by the committee.

The committee must also develop an annual work plan to guide its work, and the work of the internal audit function over the forward year.

The committee may, in consultation with the governing body, vary the annual work plan to address new or emerging risks. The governing body may also, by resolution, request the committee to

approve a variation to the annual work plan. Any decision to vary the annual work plan must be made by the committee.

When considering whether to vary the strategic or annual work plans, the committee must consider the impact of the variation on the internal audit function's existing workload and the completion of pre-existing priorities and activities identified under the work plan.

Assurance reporting

The committee must regularly report to the [council/joint organisation] to ensure that it is kept informed of matters considered by the committee and any emerging issues that may influence the strategic direction of the [council/joint organisation] or the achievement of the [council's/joint organisation's] goals and objectives.

The committee will provide an update to the governing body and the [general manager/executive officer] of its activities and opinions after every committee meeting.

The committee will provide an annual assessment to the governing body and the [general manager/executive officer] on the committee's work and its opinion on how the [council/joint organisation] is performing.

The committee will provide a comprehensive assessment every council term of the matters listed in Schedule 1 to the governing body and the [general manager/executive officer].

The committee may at any time report to the governing body or the [general manager/executive officer] on any other matter it deems of sufficient importance to warrant their attention. The [mayor/chairperson] and the chairperson of the committee may also meet at any time to discuss issues relating to the work of the committee.

Should the governing body require additional information, a request for the information may be made to the chairperson by resolution. The chairperson is only required to provide the information requested by the governing body where the chairperson is satisfied that it is reasonably necessary for the governing body to receive the information for the purposes of performing its functions under the Local Government Act. Individual [councillors/board members] are not entitled to request or receive information from the committee.

Administrative arrangements

Meetings

The committee will meet at least [number (minimum of 4)] times per year, [including a special meeting to review the [council's/joint organisation's financial statements].

The committee can hold additional meetings when significant unexpected issues arise, or if the chairperson is asked to hold an additional meeting by a committee member, the [general manager/executive officer] or the governing body.

Committee meetings can be held in person, by telephone or videoconference. Proxies are not permitted to attend meetings if a committee member cannot attend.

A quorum will consist of a majority of independent voting members. Where the vote is tied, the chairperson has the casting vote.

The chairperson of the committee will decide the agenda for each committee meeting. Each committee meeting is to be minuted to preserve a record of the issues considered and the actions and decisions taken by the committee.

The [[mayor/chairperson], [general manager/executive officer] and the [internal audit coordinator] should attend committee meetings as non-voting observers. The external auditor (or their representative) is to be invited to each committee meeting as an independent observer. The chairperson can request the [council's/joint organisation's] [chief finance officer or equivalent], [head of risk management function or equivalent], [senior managers or equivalent], any [councillors/board members], any employee/contractor of the council and any subject matter expert to attend committee meetings. Where requested to attend a meeting, persons must attend the meeting where possible and provide any information requested. Observers have no voting rights and can be excluded from a meeting by the chairperson at any time.

The committee can hold closed meetings whenever it needs to discuss confidential or sensitive issues with only voting members of the committee present.

The committee must meet separately with the [internal audit coordinator] and the [council's/joint organisation's] external auditor at least once each year.

Dispute resolution

Members of the committee and the [council's/joint organisation's] management should maintain an effective working relationship and seek to resolve any differences they may have in an amicable and professional way by discussion and negotiation.

In the event of a disagreement between the committee and the [general manager/executive officer] or other senior managers, the dispute is to be resolved by the governing body.

Unresolved disputes regarding compliance with statutory or other requirements are to be referred to the Departmental Chief Executive of the Office of Local Government in writing.

Secretariat

The [general manager/executive officer] will nominate a staff member to provide secretariat support to the committee. The secretariat will ensure the agenda for each meeting and supporting papers are circulated after approval from the chairperson at least [number] weeks before the meeting and ensure that minutes of meetings are prepared and maintained. Minutes must be approved by the chairperson and circulated within [agreed timeframe] of the meeting to each member.

Resignation and dismissal of members

Where the chairperson or a committee member is unable to complete their term or does not intend to seek reappointment after the expiry of their term, they should give [agreed timeframe] notice to the chairperson and the governing body prior to their resignation to allow the [council/joint organisation] to ensure a smooth transition to a new chairperson or committee member.

The governing body can, by resolution, terminate the appointment of the chairperson or an independent committee member before the expiry of their term where that person has:

- breached the council's code of conduct
- performed unsatisfactorily or not to expectations
- declared, or is found to be in, a position of a conflict of interest which is unresolvable
- been declared bankrupt or found to be insolvent
- experienced an adverse change in business status
- been charged with a serious criminal offence
- been proven to be in serious breach of their obligations under any legislation, or
- experienced an adverse change in capacity or capability.

The position of a [councillor/board] member on the committee can be terminated at any time by the governing body by resolution.

Review arrangements

At least once every council term, the governing body must review or arrange for an external review of the effectiveness of the committee.

These terms of reference must be reviewed annually by the committee and once each council term by the governing body. Any substantive changes are to be approved by the governing body.

Further information

For further information on [council's/joint organisation's] audit, risk and improvement committee, contact [name] on [email address] or by phone [phone number].

Reviewed by chairperson of the audit, risk and improvement committee

[signed]

[date]

Reviewed by [council/joint organisation] in accordance with a resolution of the governing body.

[signed]

[date]

[resolution reference]

Next review date: [date]

Schedule 1 – Audit, risk and improvement committee responsibilities

[Note: each council/joint organisation is to determine the responsibilities of its committee related to each matter listed in section 428A of the Local Government Act 1993 and list them in Schedule 1 to the committee's terms of reference. Suggested responsibilities are provided below and further detailed in core requirement 1 and Appendix 2 of the Guidelines for Risk Management and Internal Audit for Local Government in NSW.]

Audit

Internal audit

- Provide overall strategic oversight of internal audit activities
- Act as a forum for communication between the governing body, [general manager/executive officer], senior management, the internal audit function and external audit
- Coordinate, as far as is practicable, the work programs of internal audit and other assurance and review functions
- Review and advise the [council/joint organisation]:
  - on whether the [council/joint organisation] is providing the resources necessary to successfully deliver the internal audit function
  - if the [council/joint organisation] is complying with internal audit requirements, including conformance with the International Professional Practices Framework
  - if the [council's/joint organisation's] internal audit charter is appropriate and whether the internal audit policies and procedures and audit/risk methodologies used by the [council/joint organisation] are suitable
  - of the strategic four-year work plan and annual work plan of internal audits to be undertaken by the [council's/joint organisation's] internal audit function
  - if the [council's/joint organisation's] internal audit activities are effective, including the performance of the internal audit coordinator and the internal audit function
  - of the findings and recommendations of internal audits conducted, and corrective actions needed to address issues raised
  - of the implementation by the [council/joint organisation] of these corrective actions
  - on the appointment of the internal audit coordinator and external providers, and
  - if the internal audit function is structured appropriately and has sufficient skills and expertise to meet its responsibilities

External audit

- Act as a forum for communication between the governing body, [general manager/executive officer], senior management, the internal audit function and external audit
- Coordinate as far as is practicable, the work programs of internal audit and external audit
- Provide input and feedback on the financial statement and performance audit coverage proposed by external audit and provide feedback on the audit services provided
- Review all external plans and reports in respect of planned or completed audits and monitor council's implementation of audit recommendations

- Provide advice to the governing body and/or [general manager/executive officer] on action taken on significant issues raised in relevant external audit reports and better practice guides

Risk

Risk management

Review and advise the [council/joint organisation]:

- if the [council's/joint organisation's] has in place a current and appropriate risk management framework that is consistent with the Australian risk management standard
- whether the [council/joint organisation] is providing the resources necessary to successfully implement its risk management framework
- whether the [council's/joint organisation's] risk management framework is adequate and effective for identifying and managing the risks the [council/joint organisation] faces, including those associated with individual projects, programs and other activities
- if risk management is integrated across all levels of the [council/joint organisation] and across all processes, operations, services, decision-making, functions and reporting
- of the adequacy of risk reports and documentation, for example, the [council's/joint organisation's] risk register and risk profile
- whether a sound approach has been followed in developing risk management plans for major projects or undertakings
- whether appropriate policies and procedures are in place for the management and exercise of delegations
- if the [council/joint organisation] has taken steps to embed a culture which is committed to ethical and lawful behaviour
- if there is a positive risk culture within the [council/joint organisation] and strong leadership that supports effective risk management
- of the adequacy of staff training and induction in risk management
- how the [council's/joint organisation's] risk management approach impacts on the [council's/joint organisation's] insurance arrangements
- of the effectiveness of the [council's/joint organisation's] management of its assets, and
- of the effectiveness of business continuity arrangements, including business continuity plans, disaster recovery plans and the periodic testing of these plans.

Internal controls

Review and advise the [council/joint organisation]:

- whether the [council's/joint organisation's] approach to maintaining an effective internal audit framework, including over external parties such as contractors and advisors, is sound and effective
- whether the [council/joint organisation] has in place relevant policies and procedures and that these are periodically reviewed and updated
- whether appropriate policies and procedures are in place for the management and exercise of delegations
- whether staff are informed of their responsibilities and processes and procedures to implement controls are complied with

- if the [council's/joint organisation's] monitoring and review of controls is sufficient, and
- if internal and external audit recommendations to correct internal control weaknesses are implemented appropriately.

Compliance

Review and advise the [council/joint organisation] of the adequacy and effectiveness of the [council's/joint organisation's] compliance framework, including:

- if the [council/joint organisation] has appropriately considered legal and compliance risks as part of the [council's/joint organisation's] risk management framework
- how the [council/joint organisation] manages its compliance with applicable laws, regulations, policies, procedures, codes, and contractual arrangements, and
- whether appropriate processes are in place to assess compliance.

Fraud and corruption

Review and advise the [council/joint organisation] of the adequacy and effectiveness of the [council's/joint organisation's] fraud and corruption prevention framework and activities, including whether the [council/joint organisation] has appropriate processes and systems in place to capture and effectively investigate fraud-related information.

Financial management

Review and advise the [council/joint organisation]:

- if the [council/joint organisation] is complying with accounting standards and external accountability requirements
- of the appropriateness of the [council's/joint organisation's] accounting policies and disclosures
- of the implications for the [council/joint organisation] of the findings of external audits and performance audits and the [council's/joint organisation's] responses and implementation of recommendations
- whether the [council's/joint organisation's] financial statement preparation procedures and timelines are sound
- the accuracy of the [council's/joint organisation's] annual financial statements prior to external audit, including:
  - management compliance/representations
  - significant accounting and reporting issues
  - the methods used by the [council/joint organisation] to account for significant or unusual transactions and areas of significant estimates or judgements
  - appropriate management signoff on the statements
- if effective processes are in place to ensure financial information included in the [council's/joint organisation's] annual report is consistent with signed financial statements
- if the [council's/joint organisation's] financial management processes are adequate
- the adequacy of cash management policies and procedures

- → if there are adequate controls over financial processes, for example:
  - appropriate authorisation and approval of payments and transactions
  - adequate segregation of duties
  - timely reconciliation of accounts and balances
  - review of unusual and high value purchases
- → if policies and procedures for management review and consideration of the financial position and performance of the [council/joint organisation] are adequate
- → if the [council's/joint organisation's] grants and tied funding policies and procedures are sound.

Governance

Review and advise the [council/joint organisation] regarding its governance framework, including the [council's/joint organisation's]:

- → decision-making processes
- → implementation of governance policies and procedures
- → reporting lines and accountability
- → assignment of key roles and responsibilities
- → committee structure
- → management oversight responsibilities
- → human resources and performance management activities
- → reporting and communication activities
- → information and communications technology (ICT) governance, and
- → management and governance of the use of data, information and knowledge

Improvement

Strategic planning

Review and advise the [council/joint organisation]:

- → of the adequacy and effectiveness of the [council's/joint organisation's] integrated, planning and reporting (IP&R) processes
- → if appropriate reporting and monitoring mechanisms are in place to measure progress against objectives, and
- → whether the [council/joint organisation] is successfully implementing and achieving its IP&R objectives and strategies.

Service reviews and business improvement

- → Act as a forum for communication and monitoring of any audits conducted by external bodies and the implementation of corrective actions (for example, NSW government agencies, Commonwealth government agencies, insurance bodies)
- → Review and advise the [council/joint organisation]:
  - If the [council/joint organisation] has robust systems to set objectives and goals to determine and deliver appropriate levels of service to the community and business performance

- if appropriate reporting and monitoring mechanisms are in place to measure service delivery to the community and overall performance, and
- how the [council/joint organisation] can improve its service delivery and the [council's/joint organisation's] performance of its business and functions generally

Performance data and measurement

Review and advise the [council/joint organisation]:

→ if the [council/joint organisation] has a robust system to determine appropriate performance indicators to measure the achievement of its strategic objectives

→ if the performance indicators the [council/joint organisation] uses are effective, and

→ of the adequacy of performance data collection and reporting.

MINUTES

AUDIT, RISK AND IMPROVEMENT COMMITTEE MEETING

held in the Flannel Flower, Civic Centre, Dee Why on

TUESDAY 12 DECEMBER 2023

Minutes of the Audit, Risk and Improvement Committee Meeting held on Tuesday 12 December 2023 in the Flannel Flower, Civic Centre, Dee Why Commencing at 2pm

ATTENDANCE:

Voting Members of the Committee

Chair Stephen Horne (Chair)
Member Mark McCoy
Member Julie Walton
Member Robert Lagaida
Member Bianca Crvelin *(joined at 2:14pm)*
Member Sarah Grattan

Guest

Mayor Sue Heins *(joined at 3:11pm)*

Council Officers (non-voting)

Scott Phillips	Chief Executive Officer
Eskil Julliard	Acting Director Corporate & Legal
Mark Jones	Acting Director Workforce & Technology
Sally Hall	Executive Manager Internal Audit & Complaints Resolution
Sarah Dunstan	Executive Manager Governance & Risk
Aline Fernandes	Internal Auditor
Lesley Milbourne	Manager Governance

Council Auditors (non-voting)

Ms Aisling Kilgannon	Internal Audit, Senior Manager, KPMG
Ms Susan Prichard	Director Financial Audit Services, Audit Office of NSW *(joined at 2:29pm)*

External Visitors

Craig Jackson	Chairman, Kimbriki Environmental Enterprises *(Item 12.1)*
Peter Davis	Chief Executive Officer, Kimbriki Environmental Enterprises *(Item 12.1)*
Annette Ruhotas	Director, Kimibriki Environmental Enterprises *(Item 12.1)*
Tom Pascarella	Director, Kimbriki Environmental Enterprises *(Item 12.1)*

Visiting Staff

Todd Dickinson	Director Environment & Sustainability *(Item 12.1)*
Rob Koopman	Manager Insurance & Risk *(Item 8.1)*
Mike Wilson	Senior Advisor Risk *(Item 8.1)*
Naren Gangavarapu	Chief Information Officer *(Item 8.2 and 11.1)*
David Griffiths	Chief Information Security Officer *(Item 8.2 and 11.1)*
David Walsh	Chief Financial Officer *(Item 6.2, 9.2 and 10.1)*
Caroline Foley	Executive Manager Financial Planning & Systems *(Item 6.2, 9.2 and 10.1)*

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1.0 APOLOGIES

Nil

2.0 DISCLOSURES OF INTEREST

Mark McCoy declared a not significant non-pecuniary interest noting that he had worked with Craig Jackson, Chair of Kimbriki Environmental Enterprises at KPMG many years ago.

Cr Grattan declared a not significant non-pecuniary interest noting that she has a new role as the Chief Executive Officer of Lifeline Northern Beaches.

3.0 CONFIRMATION OF MINUTES

3.1 MINUTES OF AUDIT, RISK AND IMPROVEMENT COMMITTEE MEETING HELD 12 SEPTEMBER 2023

OUTCOME

That the minutes of the Audit, Risk and Improvement Committee meeting held on 12 September 2023, copies of which were previously circulated to all members, are hereby confirmed as a true and correct record of the proceedings of that meeting.

3.2 MINUTES OF EXTRAORDINARY AUDIT, RISK AND IMPROVEMENT COMMITTEE HELD 11 OCTOBER 2023

OUTCOME

That the minutes of the Extraordinary Audit, Risk and Improvement Committee held on 11 October 2023, copies of which were previously circulated to all members, are hereby confirmed as a true and correct record of the proceedings of that meeting.

4.0 ITEMS RESOLVED BY EXCEPTION

Nil

5.0 ACTION ITEMS FROM MINUTES

5.1 ACTION ITEMS UPDATE

PURPOSE

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

OUTCOME

The ARIC noted progress on actions arising from the minutes of previous meetings.

6.0 STANDING ITEMS

6.1 VERBAL UPDATE FROM CHIEF EXECUTIVE OFFICER

PURPOSE

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

DISCUSSION

Scott Phillips, Chief Executive Officer gave an update on a number of topics including:

- Actions in response to data breaches involving third party contractors
- A financial update
- An update on the Enterprise Resource Planning (ERP) project
- A proposed change to the senior executive organisational structure.

OUTCOME

The ARIC noted the Chief Executive Officer's verbal update.

NOTE: The Chair made a change to the order of business

12.0 FEATURE TOPIC

12.1 BRIEFING FROM KIMBRIKI BOARD ON ANNUAL PERFORMANCE

PURPOSE

For the independent board of Kimbriki Environmental Enterprises (KEE) to provide a briefing to ARIC members on the annual performance of the company, an overview of its strategic goals and its strategic risk and improvement framework.

DISCUSSION

The KEE Board provided an overview of its governance framework and key initiatives.

Discussion included the management of environmental risks, cyber security, work health and safety risks, independent assurance practices, shareholder alignment and financial sustainability.

The ARIC noted the strategic alignment of KEE Board's activities with the Council's, in particular, the strong financial risk management and the long term strategic goals and approach taken by KEE in its management of this intergenerational asset. The ARIC also noted the investment and focus on the corporate and governance practices by the KEE.

ACTIONS

Todd Dickinson to bring forward a paper to a future ARIC meeting considering the management of conflicts of interests that may emerge arising from Council's dual role as shareholder and regulator.

OUTCOME

The ARIC noted the briefing from the KEE Board.

NOTE: The Chair returned to the order of business

6.2 FINANCE UPDATE

PURPOSE

To provide the ARIC with an update on the financial performance of the Council as at 30 September 2023.

DISCUSSION

Caroline Foley, Executive Manager Financial Planning & Systems addressed the meeting.

Discussion covered the impact of external factors on the projected future financial position including COVID-19, inflation and the rate peg. The ARIC noted the latest forecast operating result for the financial year and that Council's budget remains balanced and financial ratios on track for the 2023/24 financial year.

ACTIONS

Caroline Foley to circulate the budget briefing pack presented to the Councillor briefing to the ARIC.

OUTCOME

The ARIC noted the finance update as at 30 September 2023.

7.0 IMPROVEMENT

Nil

8.0 FRAUD AND RISK MANAGEMENT

8.1 GOVERNANCE & RISK UPDATE

PURPOSE

To provide an update to the ARIC on governance and risk management activities.

DISCUSSION

Mike Wilson, Senior Advisor Risk and Rob Koopman, Manager Risk and Insurance addressed the meeting. The ARIC noted the status of risks report and discussed the context of Council's current risk appetite, the suitable timing for this to be reviewed and reconsidered by the Councillors given the time remaining this Council term, and the steps towards risk maturity.

The ARIC also noted Council's recently adopted Council Policy Framework and actions underway to progress this. The ARIC noted business continuity plans were being updated by all business areas and recommended a date for the testing of plans be set.

The ARIC discussed Council's insurance coverage noting the independent review undertaken in 2021.

OUTCOME

The ARIC noted the governance and risk management update.

8.2 CYBER SECURITY MANAGEMENT

PURPOSE

To provide the ARIC an update on the actions and controls in place to achieve, monitor and maintain Council's cyber risk tolerance.

DISCUSSION

Naren Gangavarapu, Chief Information Officer presented the report and introduced Council's new Chief Information Security Officer, David Griffiths.

The ARIC discussed emerging risks and controls, results of testing and cyber awareness training and incident response planning and privacy management.

OUTCOME

The ARIC noted:

1. The progress made to date in line with the cybersecurity roadmap.
2. The planned activities to achieve, monitor and maintain agreed risk tolerance.
3. The emerging next gen cyber threats (gen AI cyber threats, zero-day exploits, remote access compromise, insider attacks etc.)

NOTE: The Chair made a change to the order of business

11.1 AUDIT RECOMMENDATIONS - UNFUNDED 2023/24 (CYBER SECURITY AND SOFTWARE LICENCE MANAGEMENT)

PURPOSE

To provide the ARIC with a management response on outstanding actions.

DISCUSSION

Mark Jones, A/Director Workforce and Technology and Naren Gangavarapu, Chief Information Officer addressed the meeting to the discuss audit recommendations (cyber security) that are not financially supported in 2023/24 and risks involved with extending some target implementation activity completion dates.

ARIC noted while both actions have been constrained by budget limitations, considerable work has been undertaken to date to mitigate Council's risk in both areas.

OUTCOME

That the:

1. ARIC noted the report and continued work to strengthen Council's cyber security position and that remaining actions are to be initiated subject to a cyber roadmap analysis to be undertaken by Council's new Chief Information Security Officer and available budget.
2. Action from the ARIC meeting of 12 September 2023 relating to the implementation of software licence management processes be closed and the item be included on Council's risk register and remain as a project on Council's Capital Project Funding Request Pipeline for inclusion in future budgets.

NOTE: The Chair returned to the order of business

9.0 SPECIAL AGENDA ITEMS

9.1 ANNUAL REVIEW OF THE AUDIT, RISK AND IMPROVEMENT COMMITTEE CHARTER

PURPOSE

To facilitate the annual review of the ARIC Charter.

DISCUSSION

The ARIC discussed the transition of its Charter to the model terms of reference provided by the Office of Local Government within its Guidelines for Risk Management and Internal Audit for Local Government in NSW (Guidelines).

ARIC discussed the requirements for Council to comply with the Guidelines from 1 July 2024 and options for Council to consider a report in the new year to establish the terms of reference and councillor representation on the ARIC.

OUTCOME

The ARIC noted staff will provide a report to Council seeking a resolution to adopt terms of reference consistent with the Office of Local Government's Model Terms of Reference in the new year.

9.2 ANNUAL INVESTMENT POLICY REVIEW

PURPOSE

To provide the Investment Policy (Policy) to the ARIC for review.

DISCUSSION

The ARIC noted the review by Council's Investment Advisors, Laminar Capital Pty Ltd and confirmation that the current policy 'remains consistent with the Ministerial Investment Order and guidelines issued by the Chief Executive (Local Government), Department of Premier and Cabinet' and that they 'do not recommend any changes to the list of approved investments or credit limit frameworks'.

OUTCOME

The ARIC noted the review of the Investment Policy and that no changes to the Investment Policy were proposed.

10.0 EXTERNAL AUDIT

10.1 AUDIT OFFICE CLOSING REPORT AND MANAGEMENT LETTER FOR THE 2022/23 FINANCIAL YEAR

PURPOSE

To provide the ARIC with the Audit Office of NSW Engagement Closing Report and Management Letter on the final phase of the audit for the year ended 30 June 2023 for its review.

DISCUSSION

Susan Prichard, Director Financial Audit Services, Audit Office of NSW provided an overview of the Engagement Closing Report.

The ARIC noted the Council's position in relation to rural fire-fighting equipment remaining not recognised in its financial statements and the progress in the reviews of its policies.

The ARIC commended Council on receiving a clean audit and noted this was an unusually positive outcome in comparison with other Councils.

OUTCOME

The ARIC noted the Audit Office of NSW Management Letter on the final phase of the audit for the year ended 30 June 2023 and the 2023 Engagement Closing Report.

11.0 INTERNAL AUDIT

11.2 INTERNAL AUDIT UPDATE REPORT

PURPOSE

To provide an update to the ARIC on all aspects of Internal Audit work since the last ARIC meeting.

DISCUSSION

Sally Hall, Executive Manager Internal Audit and Complaints Resolution gave an update on the audit program.

The ARIC discussed the status of the 2023/24 audit plan, status of audit actions and audits completed.

ACTIONS

Sally Hall, Executive Manager Internal Audit and Complaints Resolution to update the audit plan to show the previous three years as well as the forward three years.

Sally Hall, Executive Manager Internal Audit and Complaints Resolution to provide an update on the two high risk and one medium risk audit actions from the 2019 Key Reccommendation Follow-Up audit.

OUTCOME

The ARIC noted:

1. The audit reports on:
    a. Lifeguard training management
    b. Corruption control maturity assessment
    c. Data governance
    d. Fraud and corruption risk assessment
    e. Procurement.
2. The report on the actions from previous audits, and management comments, in respect of Building Access Management, Software Licence Management and Fleet Management.

NOTE: Robert Lagaida left the meeting at 4.52pm

11.3 COMPLAINTS RESOLUTION TEAM UPDATE REPORT

PURPOSE

To present to the ARIC information relating to complaints received between 1 April 2023 and 30 September 2023, including alleged breaches of the Code of Conduct and referrals to or from the Independent Commission Against Corruption (ICAC) and the NSW Ombudsman.

DISCUSSION

Sally Hall, Executive Manager Internal Audit and Complaints Resolution presented the item. The ARIC discussed drivers of complaints and noted the training roll out for the Public Interest Disclosure Policy had been well attended. The ARIC noted there were no complaints made under the Public Interest Disclosures Act 1994 for the period.

ACTIONS

Sally Hall, Executive Manager Internal Audit and Complaints Resolution to routinely update the ARIC on the implementation of the Public Interest Disclosure Policy.

OUTCOME

The ARIC noted the report.

13.0 GENERAL BUSINESS

13.1 AGENDA ITEMS FOR NEXT MEETING

PURPOSE

To present to the ARIC the proposed agenda items for the March 2024 meeting.

OUTCOME

The ARIC noted the forward agenda for the March 2024 meeting.

14.0 NEXT MEETING

Wednesday 13 March 2024


Championing Diversity -
Multicultural Inclusion Plan
2024 – 2029
northern
beaches
council

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Document information
First year of plan – 2024/25
Draft presented: 28 November 2023 – [23SPS1172]
Amended draft plan presented – 30 April 2024 [24SPS0373]
Adopted – TBC – [2024/208719]

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Acknowledgement of Country



Council acknowledges the Traditional Custodians of these lands and shows respect to Elders past, present and emerging.

Australia is home to the oldest continuous living culture in the world.

Message from the Mayor

A multicultural Northern Beaches – A place for everyone.

The Northern Beaches has a long and proud history of our community comprising of people from different backgrounds living together and creating shared experiences that contribute to the liveability and vibrancy of our area.

When I speak with the community, they tell me they want to be part of a place where everyone feels like they belong and are valued no matter where they come from or who they are. The multicultural community living on the Northern Beaches told us that they want to be more visible in community life and share their languages, art, traditions, and behaviours.

Like the rest of Australia, the Northern Beaches is experiencing ongoing social change as our population ages and becomes more culturally diverse. In the face of this change, we can ensure our ongoing ability to be a safe, inclusive, diverse, and connected community for all by embracing our shared values of being open, inclusive, and welcoming.

Better Together 2040 was adopted by Council in 2021 and provides clear strategic direction to guide Council's work to ensure the Northern Beaches is socially sustainable into the future. That includes the recognition and celebration of our diversity as a community.

Championing Diversity – Multicultural Inclusion Plan 2029 will enable this by creating a path for Council and the community to ensure people from culturally and linguistically diverse backgrounds feel welcome and have the support they need to participate in community life.



Sue Heins



Delivering a safe, diverse, inclusive and connected Northern Beaches



Delivering a safe, diverse, inclusive and connected Northern Beaches

Strengthening the foundation of the Northern Beaches to champion multicultural diversity.

Our community are united in their commitment to ensure we retain our ability to be a safe, diverse, inclusive and connected community as expressed in the vision of the Community Strategic Plan 2040 adopted in 2022.

The Northern Beaches is home to many people who share diverse cultural backgrounds. The 2021 Census of Population and Housing shows Northern Beaches residents identified more than **120 different countries of ancestry and between 2016 to 2021 the Northern Beaches had an overall increase of 6,700 new residents who were born overseas. This took the total number of residents born overseas to more than 79,000, or roughly 30% of our community.**

As our community continues to become more culturally diverse, we will experience new ways of connecting, thinking, and living. This facilitates numerous strengths and opportunities, many of which we already experience. As with any change, this also presents challenges for our community.

In the 2021 Living in Place survey, our community reported high levels of overall social cohesion, wellbeing, and liveability. During the consultation to develop Better Together 2040 and this Multicultural Inclusion Plan, **we heard that not everyone in our community experiences these same opportunities or levels of inclusion, connectedness and belonging, and at times have experienced discrimination and exclusion.**

As a community we have a collective responsibility to ensure the Northern Beaches is a place where everyone feels they are included and belong. Together we can build on our strengths and see positive results across our community for people's experience of social cohesion, wellbeing and liveability.

Championing Diversity is our first step together to ensure those who identify as culturally or linguistically diverse feel welcome and have the support they need to participate in community life.

> *"The importance of place in building culture providing places where people can gather for free & share their culture."*
> Community Comment - Pop-Up engagement

Figure 01
Data From Northern Beaches Living in Place 2022

How would you rate social cohesion

Northern Beaches	6.5
National	6.5

Liveability Index

Northern Beaches	67.8/100
National	62.5/100

Wellbeing Index

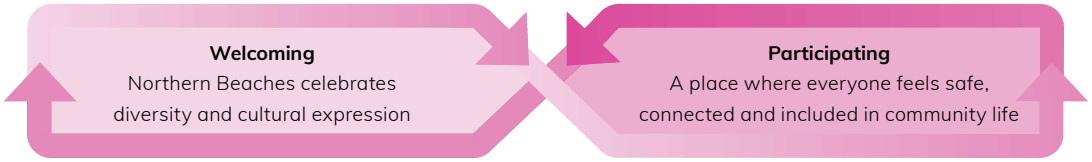
Northern Beaches	76/100
National	64/100



Championing Diversity – At a glance

Purpose – To ensure the Northern Beaches is a place where those from multicultural communities feel welcome and can participate in community life.

Directions



Key measure	Increase the Northern Beaches' Health & Wellbeing Index across population groups			Increase the Northern Beaches' Liveability Index across population groups			
Plan outcomes	1. Diverse cultural expression is present in the community	2. The community demonstrates goodwill, respect, and equity	3. Northern Beaches Council workforce is culturally diverse	4. Services, programs and activities are inclusive and accessible for multicultural communities	5. Resources and opportunities are accessible in community languages	6. Planning and engagement includes the diverse needs of multicultural communities	7. Strong relationships and partnerships between all stakeholders with multicultural communities
Success indicator	Increase in social cohesion rating	Opportunity for all importance rating	% of council staff identifying as culturally and linguistically diverse	# of improvements to service and information accessibility	% of people who speak a language other than English indicating they know where to go to access services	% of community engagement submissions that represent culturally and linguistically diverse communities	Sense of community rating
	Implementation of the plan will be achieved through delivering these key outputs and other actions with the community.						
Delivery and key outputs	Explore opportunities to identify, expand and promote multicultural event programming that showcases the cultural diversity of the community.	Deliver capacity building opportunities to people from culturally diverse backgrounds to design, plan and deliver their own unique cultural and creative events and initiatives.		Develop Multicultural Engagement Guidelines in partnership with cultural leaders to guide community engagement practice.	Trial new ways to assist community members to access Council information in-language.	Work with cultural leaders and other key stakeholders to identify collaborative approaches to champion cultural diversity.	
Better Together Impact	**A socially sustainable and inclusive Northern Beaches for all**						

Our shared values

The Northern Beaches is a place where:

- **We all have a responsibility to enable diversity and inclusion.**
  We want our families, friends, and neighbours to be able to belong and participate in a community they are proud of.
- **Discrimination is never acceptable.**
  We want to live in a community that promotes inclusion and participation and rejects exclusion.
- **No one gets left behind.**
  No matter where they come from, their circumstances or their background, everyone has the support they need to access the same opportunities as everyone else.



Together, we can make the Northern Beaches a place where everyone feels they belong.

Part of the Better Together Strategy

Better Together 2040 articulates clear outcomes to help measure our progress towards a safe, inclusive, and connected Northern Beaches now and into the future.

The Community Strategic Plan 2040 adopted in 2022 expanded the community vision to incorporate 'diverse'.

Championing Diversity provides the framework for achieving progress against these outcomes for those from culturally diverse backgrounds.

Figure 02
Better Together 2024



Figure 03
Strategic line of sight



Broader strategic alignment

Championing Diversity supports and complements the priorities and actions from a range of global, national, state, regional and local frameworks.

Figure 04
Local and national frameworks

Global
United Nations Sustainable Development Goals 10, 16, 17







National
Road to Belonging – Settlement Strategy

National Anti-Racism Framework

Australia's multicultural statement

Welcoming Cities Standard









State
Department of Communities and Justice Multicultural Plan 2022-2025

NSW Settlement Strategy





Local

Better Together 2040

Community Strategic Plan

Local Strategic Planning Statement

Community Safety Plan

Community Engagement Framework

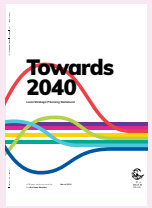
Youth Voice Action Plan

Disability Inclusion Action Plan

Economic Development Strategy















Our shared history



A multicultural Northern Beaches

We are more diverse than what you might think. The Northern Beaches has always been home to a diverse multicultural community and continues to be called home to both established and emerging multicultural communities.

What do we mean by a multicultural Northern Beaches?
A place where people of different cultural and linguistic backgrounds have a sense of belonging and feel safe to celebrate and share their unique cultural ways of life, languages, art, traditions, and behaviours.

Why undertake planning for a culturally diverse community?
Effective planning helps promote equity and facilitate inclusion of multicultural communities in a holistic community planning process[1].

A community with diversity of people from different backgrounds means we are better equipped to overcome social challenges and experience many strengths and opportunities including:

Innovation
Varied perspectives and ways of thinking lead to innovative thinking and new opportunities



Productivity
A diverse workforce who bring their own style of working together, increasing productivity



Problem-solving
A richness of opinions leads to better problem-solving for complex issues



Learning
More understanding about people from all over, increasing compassion and everyone's sense of belonging



[1] Uyesugi, J. L., & Shipley, R. (2005). Visioning diversity: Planning Vancouver's multicultural communities. International Planning Studies, 10(3-4), 305-322.

Diversity and inclusion terminology

Multicultural communities
An inclusive term used to write about people from different cultural backgrounds.

Community languages
Information, engagement and communication that is provided in a language other than English. Can also be referred to as 'in-language'.

Unconscious bias
An implicit association, whether about people, places, or situations which are often based on mistaken, inaccurate or incomplete information.

Ancestry
Ancestry, as reported by the Australian Bureau of Statistics, refers to the cultural association and ethnic background of an individual. Individuals may provide up to two ancestries, taking into consideration the ethnic origins of their parents and grandparents.

Equity
Working towards fair outcomes for people or groups by treating them in ways that address their unique needs.

Cultural and ethnic diversity
There is no internationally agreed upon definition of ethnicity. The Australian Buraeau of Statistics definition refers to the shared identity or similarity of a group of people based on one or more distinguishing characteristics.

Emerging communities
Groups of people who have recently begun to settle and interact within a particular area. These communities are in the process of forming connections, building social networks and adapting to their new environment

Established communities
Groups of people who have been living and interacting together for a significant amount of time. Members of established multicultural communities often have a history and generational presence in the area.

Describe a future where multiculturalism is championed on the Northern Beaches: *"Valuing people for their diversity, enjoying and understanding differences, making people feel welcome"* – Community comment - Have Your Say page

Understanding the Northern Beaches multicultural community

The Census of Population and Housing delivered by the Australian Bureau of Statistics (ABS) collects a range of information that allows us to understand Australia's cultural diversity.

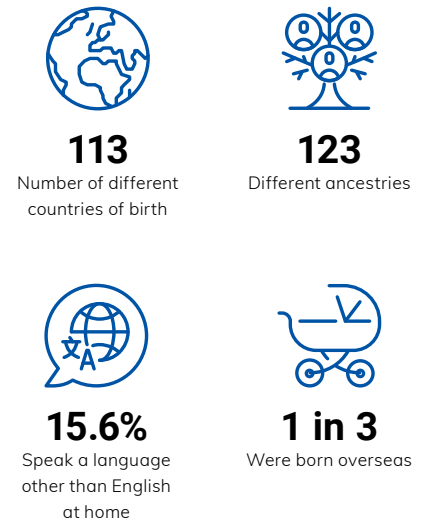
The ABS adopts a multidimensional approach to understand cultural diversity in Australia which looks to group people using shared identity or similarity of people based on one or more distinguishing characteristics.

These characteristics include:

- a long-shared history, the memory of which is kept alive
- a cultural tradition, including family and social customs, sometimes religiously based
- a common geographic origin
- a common language (but not necessarily limited to that group)
- a common literature (written or oral)
- a common religion
- being a minority (often with a sense of being oppressed)
- being racially conspicuous[2].

The complexity of understanding cultural diversity means we need to look across a range of different demographics to attempt to understand the cultural diversity of an area. These includes country of birth, ancestry, languages spoken and religion.

Figure 05
Northern Beaches - Key Facts3



2Measuring cultural and ethnic diversity – ABS 2022 https://www.abs.gov.au/articles/cultural-diversity-australia#measuring-cultural-and-ethnic-diversity
3Source – Australian Bureau of Statistics, Census of Population and Housing

Figure 06
Northern Beaches - Country of birth

79,683
Number of people born overseas

30.2%
People born overseas which is 79,683 residents.

46.9%
Of the population who were born overseas arrived before 2001

6,757
Increase in overseas born residents (2016-2021)

55%
People have an overseas born parent

Figure 07
Northern Beaches - Languages

4,143
People who spoke a language other than English at home who reported difficulty speaking English

15.6%
People speak a language other than English at home, of which the top 10 are:

Mandarin, Portuguese, Italian, Spanish French, German, Cantonese, Armenian Filipino/Tagalog, Serbian.

Figure 08.1
Northern Beaches - New arrivals

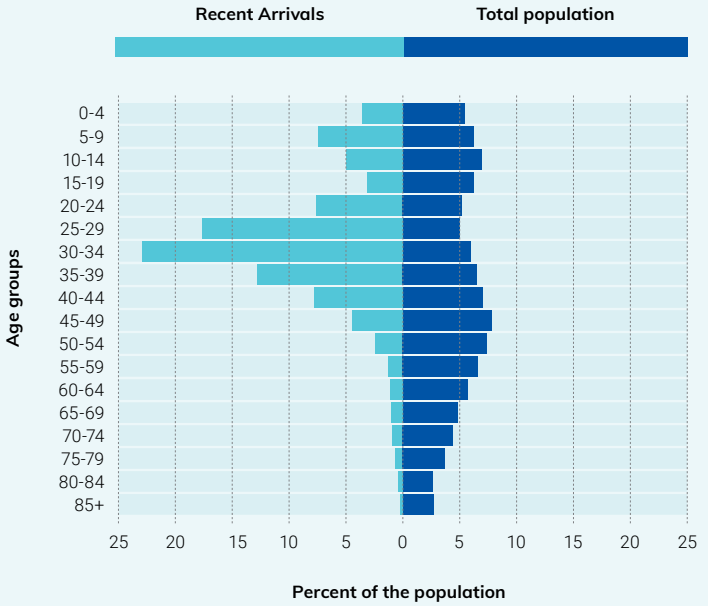
22
Number of countries
We welcomed 100+ new arrivals to the Northern Beaches in the last 5 years

Figure 08.2
Northern Beaches - New arrivals

Recent arrivals 2016-2021:
Top 10 countries of birth

2.9% Philippines	**3.5%** New Zealand	**3.7%** Argentina
4.6% India	**5.3%** China (excludes SARs and Taiwan)	**5.3%** South Africa
5.6% Nepal	**6.5%** United States of Amercia	**11.5%** Brazil
19% United Kingdom		

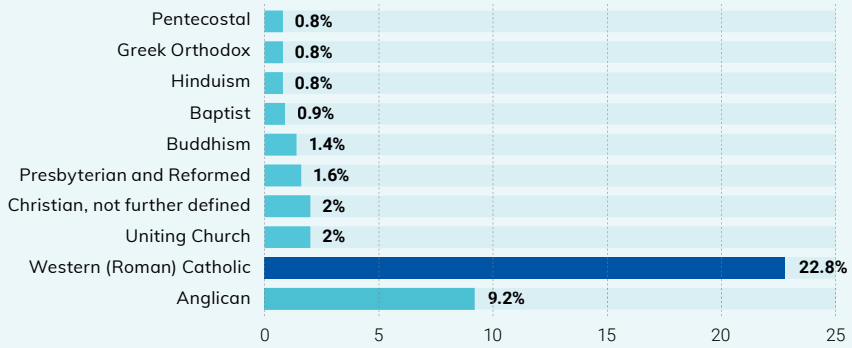
Five year age groups, 2021
Northern Beaches Council: Recent Arrivals and Total Population



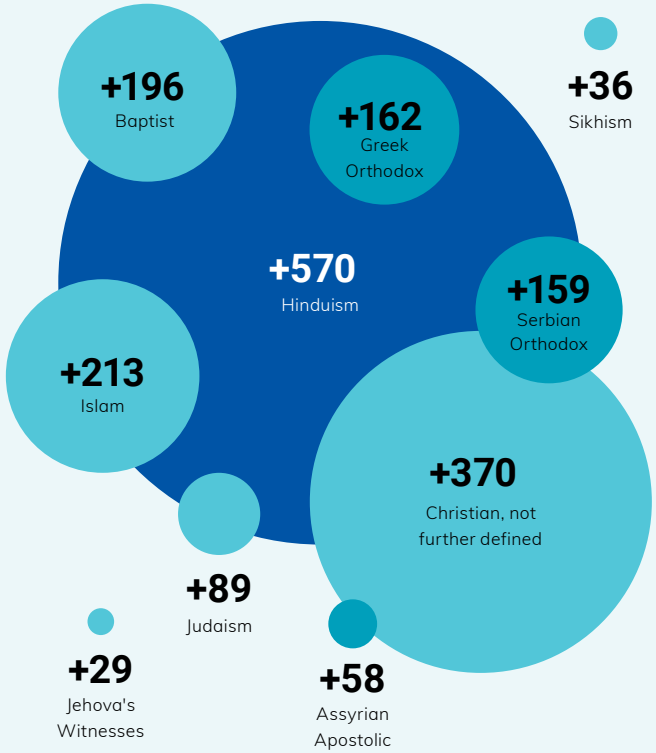
Migration data indicates that families and younger people are joining the community in higher numbers than older people.

Figure 09
Northern Beaches - Religion

Top 10 Religion



Fastest growing religions 2016 -2021



Diversity within diversity

Championing Diversity acknowledges that even those with similar cultural backgrounds think, feel, and experience life on the Northern Beaches differently. The Northern Beaches is made of 123 different countries of ancestry.



"I come from a migrant background. I have lived in the Northern Beaches for around 44 years and it is a great experience to live here." - Community Comment - Pop-Up engagement

Council's role

Council recognises the important role we have in championing diversity and providing leadership within the community on issues of diversity, equity and inclusion.

The three key areas of responsibility for Council in delivering this plan are:

Deliver

Council delivers a wide range of programs, activities and services that support the inclusion and diversity of the community.

Partner

Council builds strategic partnerships with other government departments and agencies, the social services sector, community and sporting groups, as well as the broader community, to support delivery of the actions in this plan.

Advocate

Council provides leadership and a voice to the needs and aspirations of the community through advocacy. Council advocates across a range of platforms including at the policy and planning level.





Developing the plan



Developing the plan

In developing this plan, we spoke to over 650 community members, including 200 people from multicultural communities.

Phases 1 to 3 - Engagement

	Phase 1 – Planning	Phase 2 – Engagement	Phase 3 – Public Exhibition
	Inform	**Consult**	**Involve**
Objective	Co-design the engagement approach with key stakeholders	Understand: • What can we build on? • What are our opportunities? • What do we want for the future? • How do we get there?	Agree on the key actions and outcomes of the plan
Activities	Planning workshops Survey	Dot voting Community conversations Workshops Your Say comment board Workshop in a Box (workshops delivered by community partners)	Social media Your Say submissions Workshops
Results	6 survey responses 10 cultural leaders and service providers attended a planning workshop	1 Cultural Leader workshop (15 participants) 2 sector workshops 14 Priority group Workshop in a Box (121 participants) 19 Your Say comments 57 contributions from children 10 pop up community consultations (253 engaged through voting).	1 Cultural leader workshop 1 sector workshop 1 Youth Advisory Group workshop 130 Your Say submissions 4 photo board submissions 4 written responses

Phases 1 to 3 - Engagement

	Phase 1 – Planning	Phase 2 – Engagement	Phase 3 – Public Exhibition
	Inform	**Consult**	**Involve**
Key engagement outcomes	Engagement approach and questions	Identification of outcomes and actions Draft Championing Diversity - Multicultural Inclusion Plan	Key actions for delivery tested with the community

"Having someone from the community as a connector is important in reaching them (people from multicultural communities)."
– Cultural Leaders Engagement Workshop comment





What we heard


HERO SUSHI
OPEN
BAG.
DON'T CLIMB ON IT

Our community strengths

All communities have assets and strengths that can be used to support the inclusion of multicultural communities. Our community told us that we have many strengths supporting inclusion and wellbeing on the Northern Beaches.

Figure 10
Strengths



The community told us that community life includes:

- A range of community groups including mothers' groups, seniors' groups, sporting groups, volunteering groups
- A range of events and activities
- It takes a Village program

The community told us that we have:

- A diverse community
- Passionate and active community members
- A strong volunteering culture

The community told us the following resources are available:

- An abundance of natural environment and open space
- A strong and active social services sector
- Newsletters, social media and sharing platforms
- Accessible Events Guidelines
- Community Grant Program
- High quality early learning and education services

The community told us that the places and spaces that are particularly important to them include:

- Community centres
- Libraries
- Sporting facilities and aquatic facilities
- Parks and playgrounds
- Local shopping villages and bumping spaces
- Manly Art Gallery & Museum
- Glen Street Theatre



"Living in Dee Why - convenient, close, volunteering & accessible" – Workshop in a Box participant comment - "What supports inclusion"

"Northern Beaches is a very nice place to live with many things to do places to walk, libraries, a community Spanish speaking centre, in which we meet weekly" – Workshop in a Box participant comment – "What's the best experience"

Themes and opportunities

Consultation with the community produced themes and areas of opportunity to make the Northern Beaches even more welcoming and inclusive. These are embedded throughout the plan, each one directly corresponds with one of the 7 outcomes.

"Together we can achieve a lot, by understanding everyone's capabilities and weaknesses." – Community comment, Pop-up engagement

Cultural expression

- A bigger focus on ensuring cultural expression is championed through events and festival programming.
- Public spaces encourage community interaction and facilitate diverse cultural expression and celebration.

Goodwill, respect and equity

- Challenging unconcious bias and creating community dialogue around multiculturalism.
- Civic pride activities find ways to promote volunteering and participation from within multicultural communities.

Workforce

- Increase the diversity of the Northern Beaches workforce through inclusive participation.
- Facilitate better access to services through diversity of Council's workforce.

Services, programs and activities

- Council services are designed and delivered with the needs of multicultural communities embedded.
- Government provided and funded services are available and delivered in a culturally appropriate way.

Community language

- Those who speak a language other than English are better supported to access existing community services, programs and activities.
- Ensure Council information is accessible to those from multicultural communities, especially those who speak a language other than English.

Planning and engagement

- Multicultural communities are included in community conversations and consulted on their unique needs when planning and developing plans, actions and programs for the community.

Partnerships

- Partnerships with multicultural leaders and groups in service planning.
- Capacity building within the social services sector to make existing grant funding more accessible to multicultural groups.
- Engaging with groups and services who work with children to embed shared values of diversity and inclusion.

In their own words

A collection of quotes from engagement on what can be done to improve inclusion and connection.

"People being more open and understanding of different languages being spoken other than English." – Workshop in a Box participant Comment - *What can we build on?*

"Better representation of multicultural communities in advertising and roles that have visibility." – Workshop in a Box participant Comment - *What can we build on?*

"Information about how services work, for example, how to open a business; what are the services I am eligible for." – Workshop in a Box participant Comment - *What can we build on?*

"Primary school/High school/informal parent networks are the starting point for inclusion." – Workshop in a Box participant Comment - *What can we build on?*

"Learn to connect interculturally. Build on the similarities, and shift focus from the differences." – Workshop in a Box participant Comment - *What can we build on?*

"Continue building opportunities for diverse groups to get together" – Workshop in a Box participant Comment - *What can we build on?*

"Awareness of the existence and practice of other cultures and traditions within one's communal environment further strengthens one's feeling of security and belonging." – Workshop in a Box participant Comment - *What can we build on?*

Addressing racial discrimination

Talking about racial discrimination can be difficult, but it is necessary.

Council has zero tolerance for any form of racial discrimination and takes seriously our contribution to stopping racial discrimination.

Some of the responses and interactions Council had with the community throughout this engagement highlighted that we have work to do as a community to ensure the Northern Beaches is a respectful and safe place for everyone.

Many times, we only talk about racial discrimination when it is easy to spot, like when someone yells mean words, physically hurts another person, or tells them they cannot do something because of the colour of their skin. Sometimes it is harder to spot, like the use of microaggressions, language choice, or tokenism. Sometimes, people do not even understand that what they are doing or saying is a form of racial discrimination[4].

Actions in this plan will support the community to collectively work to address racial discrimination that exists on the Northern Beaches.

4Australian Human Rights Commission, Let's talk about racism - https://humanrights.gov.au/lets-talk-about-racism

"As human beings, we are all equal and we have the right to be treated fairly with dignity and respect" – Australian Human Rights Commission

A shared purpose

Providing leadership and advice on multicultural communities.

Council convenes a Cultural Leader group representative of 11 cultural groups to strengthen our relationships with multicultural communities. This increases opportunities for ongoing engagement with Council to discuss issues relevant to multicultural communities.

Council's first Cultural Leader Gathering marked the beginning of the Multicultural Inclusion Plan community consultation. It provided a formal opportunity for leaders to communicate strengths and opportunities for a more inclusive Northern Beaches. This model was well received and Council plans to hold similar gatherings on a quarterly basis.





Direction 1: Welcoming



Welcoming

Northern Beaches celebrates diversity and cultural expression.

Key Measure: Increase the Northern Beaches' Health and Wellbeing Index across population groups

A strong foundation

We support diversity and cultural expression through a range of programs, events and activities including:

- It Takes a Village program
- Council grant programs
- Culture Map Live
- Events such as World Food Markets
- Manly Art Gallery & Museum programming
- Accessible events guidelines
- Community development programs
- Children's Services
- Library services and programs
- Arts and cultural development programs.

Outcomes – what success looks like

1. Diverse cultural expression is present in the community	2. The community demonstrate goodwill, respect, and equity	3. Northern Beaches Council workforce is culturally diverse
Social cohesion rating	Opportunity for all importance rating	% of staff identifying as culturally and linguistically diverse

Key outputs

Explore opportunities to identify, expand and promote multicultural event programming that showcases the cultural diversity of the community	Deliver capacity building opportunities to people from culturally diverse backgrounds to design, plan and deliver their own unique cultural and creative events and initiatives

"The best experiences I have had working in the community has been learning about other peoples' cultures and ways of life" – Local Service Provider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Action Plan - Direction 1 - Welcoming

The Northern Beaches celebrates diversity and cultural expression

Outcome 1 - Diverse cultural expression is present in the community

Working towards Better Together Outcomes	#	Actions	Delivery Year	Council's role
 Value of all	**1.1**	Increase accessibility and promotion of Culture Map Live for multicultural communities.	Year 1-2	D
	1.2	Increase visual representation of the Northern Beaches multicultural community in Council communications.	Year 1-2	D
	1.3	Utilise grant programs to support visibility, inclusion, and participation for those from culturally diverse backgrounds.	Year 1-2	D A
	1.4	Acknowledge and celebrate the ongoing contribution culturally and linguistically diverse groups make to community life.	Year 1-5	D P
	1.5	Explore opportunities to identify, expand and promote multicultural events and arts programming that showcases the cultural diversity of the community.	Year 1-5	D A
 Ensuring equity and inclusion	**1.6**	Deliver capacity building opportunities to people from culturally diverse backgrounds to design, plan and deliver their own unique cultural and creative events and initiatives, including volunteering.	Year 1-5	D P
	1.7	Develop targeted campaigns and collateral to promote awareness of grant opportunities to culturally and linguistically diverse groups.	Year 1-5	D P

Legend

Council's role: D – Deliver P – Partner A – Advocate

Action Plan - Direction 1 - Welcoming
The Northern Beaches celebrates diversity and cultural expression

Outcome 2 - The community demonstrate goodwill, respect, and equity

Working towards Better Together Outcomes	#	Actions	Delivery Year	Council's role
 Value of all	**2.1**	Explore opportunities to develop and implement activities against racism and unconscious bias and seek to reduce its impact in the community.	Year 1-2	D
	2.2	Develop internal procedures to prevent and respond to racism, discrimination and intolerance on Council social media channels and through community engagement.	Year 1-2	D
 Sense of belonging	**2.3**	Deliver a Community Connection Project that establishes social connection guidelines for the Northern Beaches.	Year 1-2	D P
	2.4	Monitor social and cultural inclusion on the Northern Beaches.	Year 1-5	D
 Ensuring equity and inclusion	**2.5**	Work with school Student Support Officers to promote cultural understanding, awareness, and education in schools.	Year 1-5	P A

Outcome 3 - Northern Beaches Council workforce is culturally diverse

Working towards Better Together Outcomes	#	Actions	Delivery Year	Council's role
 Ensuring equity and inclusion	**3.1**	Review and revise Council's recruitment guidelines and processes to encourage applications from people of diverse backgrounds.	Year 1-2	D P
	3.2	Promote the updated Northern Beaches Council Diversity, Inclusion, Equity and Belonging Policy and model culturally inclusive practice.	Year 1-2	D
 Accessible services, programs and facilities	**3.3**	Investigate provision of bi-lingual service delivery options for customers.	Year 3-5	D

Legend

Council's role: D – Deliver P – Partner A – Advocate

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Spotlight: Harmony Week Celebration 2023

A celebration of cultural diversity on the Northern Beaches.

A great day of celebrating the cultural diversity on the Northern Beaches.

Council partnered with Westfield and the Northern Beaches Multicultural Network to deliver an event that recognised our diversity and brought together residents from all different backgrounds, to celebrate culture through dance, music, poetry, shared experiences and connection.

"Multicultural events are a great way to know and feel outside of the world that extends your views. I think enjoying difference of culture is such a beautiful thing !" - Harmony Week Celebration 2023 participant comment




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Direction 2: Participating



Participating

A place where everyone feels safe, connected and included in community life.

Key Measure: Increase the Northern Beaches' Liveability Index across population groups

A strong foundation

We support the community to participate in a variety of ways including:

- Accessible event guidelines
- E-newsletters
- Diverse programs and activities
- Interpreter services
- Advocacy
- Community Engagement Strategy
- Participation in cultural and faith networks
- Community development programs
- Libraries, community centres, sporting and aquatic facilities
- Parks and playgrounds
- Children's services

Outcomes – what success looks like

4. Services, programs and activities are inclusive and accessible for multicultural communities	5. Resources and opportunities are accessible in community languages	6. Planning and engagement includes the diverse needs of multicultural communities	7. Strong relationships and partnerships between all stakeholders with the multicultural community
# of improvements to service and information accessibility	% of people who speak a language other than English indicating they know where to go to access services	% of community engagement submissions that represent culturally and linguistically diverse communities	Sense of community rating

Key outputs

Develop Multicultural Engagement Guidelines in partnership with cultural leaders to guide community engagement practice	Trial new ways to assist community members to access Council information in-language	Work with cultural leaders and other key stakeholders to identify collaborative approaches to champion cultural diversity

"True inclusion is where all people regardless of race, gender, ability or culture are provided a place in our community."
– Community comment - Have Your Say page

Action Plan - Direction 2 - Participating
A place where everyone feels safe, connected and included in community life

Outcome 4 - Services, programs and activities are inclusive and accessible for multicultural communities

Working towards Better Together Outcomes	#	Actions	Delivery Year	Council's role
 Ensuring equity and inclusion	**4.1**	Review and update key communication guidelines to meet the needs of culturally and linguistically diverse communities.	Year 1-2	D
	4.2	Collaborate with regional, federal and state government stakeholders to improve access to services for multicultural communities.	Year 1-2	P A
 Safe people	**4.3**	Increase the accessibility of information on the Council websites and social media for those who speak a language other than English.	Year 1-2	D
	4.4	Trial new ways to assist community members to access Council information in-language.	Year 3-5	D
	4.5	Develop a simple visual infographic to explain terms and conditions for hiring community centres.	Year 3-5	D
 Safe place	**4.6**	Facilitate improved access to interpreters and the TIS services.	Year 3-5	D P A
	4.7	Investigate approaches to open space planning to meet the needs of multicultural communities.	Year 1 - 5	D P
 Accessible services, programs and facilities	**4.8**	Continue to provide in-kind and affordable access to community centres for diverse groups through venue hire policies.	Year 1 - 5	D
	4.9	Deliver programming that encourages multicultural communities, young people and the broader community to connect, share culture and strengthen social cohesion and intergenerational connection.	Year 1 - 5	D
 Broad range of community and social networks	**4.10**	Support the ongoing development of community language material in libraries in response to community feedback.	Year 1 - 5	D
	4.11	Monitor, report and share trends and community profile data with internal stakeholders.	Year 1 - 5	D

Legend

Council's role: D – Deliver P – Partner A – Advocate

Action Plan - Direction 2 - Participating

A place where everyone feels safe, connected and included in community life

Outcome 5 - Resources and opportunities are accessible in community languages

Working towards Better Together Outcomes	#	Actions	Delivery Year	Council's role
 Safe people	**5.1**	Promote available translation, language, and support services for multicultural communities.	Year 1-2	D P
	5.2	Engage with Playgroups NSW and explore ways to support and promote existing playgroups and identify opportunities for new playgroups accessible in community languages.	Year 3-5	D P A
 Ensuring equity and inclusion	**5.3**	Provide opportunities for linguistically diverse communities to engage in life-long learning.	Year 1-5	D P
	5.4	Connect small business operators from multicultural backgrounds to information and resources that improve their understanding of the small business regulatory environment.	Year 1-5	D P
 Accessible services, programs and facilities	**5.5**	Identify appropriate applications for emerging AI technology to support delivery of in-language communication.	Ongoing	D

Legend

Council's role: D – Deliver P – Partner A – Advocate

Action Plan - Direction 2 - Participating

A place where everyone feels safe, connected and included in community life

Outcome 6 - Planning and engagement includes the diverse needs of multicultural communities

Working towards Better Together Outcomes	#	Actions	Delivery Year	Council's role
 Value of all	**6.1**	Develop Multicultural Engagement Guidelines in partnership with cultural leaders to guide community engagement practice.	Year 1-2	D P A
	6.2	Improve collection and use of ethnicity data in place planning and service delivery, respecting and adhering to privacy principles for collecting data.	Year 3-5	D
 Sense of belonging	**6.3**	Ensure accessibility for multicultural communities is incorporated into reviews of Council emergency preparedness and response resources and processes.	Year 1-5	D P
 Resilient and adaptive social services sector	**6.4**	Support the Local Emergency Management Committee agencies and other relevant networks to enhance understanding and connection with multicultural communities.	Year 1-5	P A
	6.5	Ensure the unique aspects and needs of multicultural communities are included when investigating opportunities to increase and diversify the night-time economy.	Year 2-3	D P

Legend

Council's role: D – Deliver P – Partner A – Advocate

Action Plan - Direction 2 - Participating

A place where everyone feels safe, connected and included in community life

Outcome 7 - Strong relationships and partnerships between all stakeholders with the multicultural community

Working towards Better Together Outcomes	#	Actions	Delivery Year	Council's role
 Sense of belonging	**7.1**	Work with cultural leaders and other key stakeholders to identify collaborative approaches to champion cultural diversity.	Year 3-5	P A
	7.2	Investigate ways to increase the amount of people volunteering with Council from multicultural backgrounds.	Year 3-5	D A
	7.3	Undertake a review of the Cultural Leaders Group and advertise information about the group and how to get involved	Year 1	D
 Strong volunteering culture	**7.4**	Work with local cultural leaders and suitable organisations to identify targeted leadership development opportunities.	Year 1-5	P
	7.5	Investigate partnerships and funding opportunities for delivering active bystander training to Council's workforce and community groups.	Year 2-5	D P
 Resilient and adaptive social services sector	**7.6**	Work with cultural leaders to build connections between parents from culturally diverse backgrounds and relevant school networks.	Year 1-5	P
	7.7	Share Council-developed resources with external stakeholders to support inclusion of multicultural communities in community life.	Year 1-5	D A

Legend

Council's role: D – Deliver P – Partner A – Advocate


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Spotlight: Multicultural Directory

Breaking barriers: Utilising community language.

Northern Beaches Council in partnership with the Northern Beaches Multicultural Network have developed a Multicultural Directory to help make local information more accessible for the Northern Beaches multicultural community.

This resource contains local information about services and support for multicultural community members, and has been translated into Arabic, Hindi, Nepali, Spanish, Simplified Chinese and Tibetan.

The directory shares information on how to access services such as language classes, support groups, religious and cultural organisations, government services, and social activities across the Northern Beaches.

Translation of important documents and information is a powerful tool for inclusion, since language barriers can restrict access to essential services, such as healthcare and education, and affect social integration. Imagine having a family member in need of emergency health assistance or facing a legal problem and not knowing where to seek help, or not being able to access the information needed to solve the issue. The availability of resources in one's own language allows for a more inclusive Northern Beaches, breaking down language barriers.







Monitoring and evaluation

Championing Diversity has a key impact measure for each direction, 7 outcomes and indicators that will be used to monitor implementation and evaluate the success of this plan.

The following table provides a breakdown of sources and reporting frequency for each of the indicators.

Direction	Indicator	Trend	Source	Frequency	Why has this indicator been selected
Direction 1 - Welcoming:	Wellbeing Index	Increase	Living in Place	Every 2 years	Based on the WHO (World Health Organisation) definition of 'health'—"a state of complete physical, mental and social wellbeing, and not the absence of infirmity". The index measures Northern Beaches residents' self-reported ratings of their current physical health, mental health, and social wellbeing.
	Social cohesion rating	Increase	Living in Place	Every 2 years	A 0-10 scale on how people rate the local area for social cohesion (inclusion of multiculturalism, religious groups living in harmony, etc). A higher rating indicates better connectedness, trust, and support among community members.
	Opportunity of all importance rating	Increase	Living in Place	Every 2 years	A 0-10 scale on how people assess the local area for opportunity for all. This indicator reflects the core value of an inclusive community and underscores the wider community's commitment to creating a level playing field for all individuals.
	Percentage of staff identifying as culturally and linguistically diverse	Increase	Survey	Annually	Tracking the percentage of staff identifying as culturally and linguistically diverse helps organisations assess the level of diversity within their workforce and gauge how well they are promoting diversity and inclusion.

Direction	Indicator	Trend	Source	Frequency	Why has this indicator been selected
Direction 2 - Participating:	Liveability Index	Increase	Living in Place	Every 2 years	This index identifies, through 16 liveability attributes such as “feeling safe”, “good jobs prospects”, “high quality services” etc., which specific attributes our residents believe need to be maintained and improved for a good quality of life.
	Number of improvements to service and information access resulting from actions in this plan	N/A	Action plan reporting	Annually	Tracking the number of improvements is a valuable metric for assessing the effectiveness of specific actions taken within a plan. This indicator quantifies the tangible outcomes of the plan’s implementation.
	Percentage of people who speak a language other than English at home indicating they know where to go to access services	Increase	Living in Place	Every 2 years	This indicator helps assess whether individuals from culturally and linguistically diverse backgrounds can effectively navigate and access essential services.
	Percentage of community engagement submissions from culturally and linguistically diverse communities	Increase	Your Say data	Annually	This indicator allows an assessment of the extent culturally and linguistically diverse communities are actively participating in community engagement processes.
	Sense of community rating	Increase	Community Development outcome surveys	Annually	A 0-10 scale on how people rate the Northern Beaches for a strong sense of community.
			Living in Place	Every 2 years	This indicator helps assess people's sense of belonging and engagement within their community.




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Community and Stakeholder Engagement Report

Championing Diversity: Draft Multicultural Inclusion Plan Public Exhibition

Consultation period: 15 Jan to 29 Feb 2024

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1. Summary

At the November 2023 Ordinary Council Meeting, the Council resolved to place the draft Championing Diversity – Multicultural Inclusion Plan 2024-2029 (draft Plan) on public exhibition. This report details the outcomes of the public exhibition conducted between 15 January and 29 February 2024.

The draft Plan outlines five years of actions supporting everyone who lives on the Northern Beaches, no matter where they come from, to feel welcome and participate in community life. It links to the outcomes outlined in Better Together: Social Sustainability Strategy 2040.

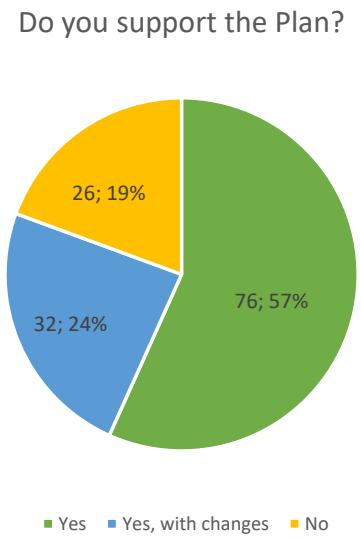
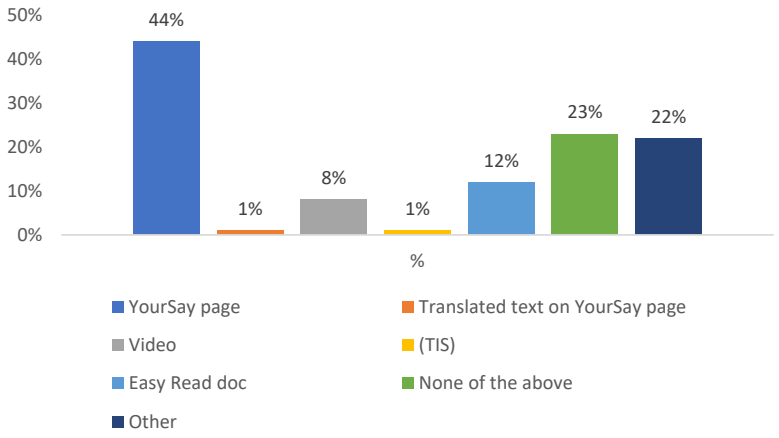
Most submissions received during the consultation period were either supportive of the draft Plan or supportive with changes. The feedback affirmed the need for a plan that supports multicultural communities to feel welcome and participate in community life. They highlighted the importance of creating a Northern Beaches that embraces cultural diversity and fosters connection across cultures.

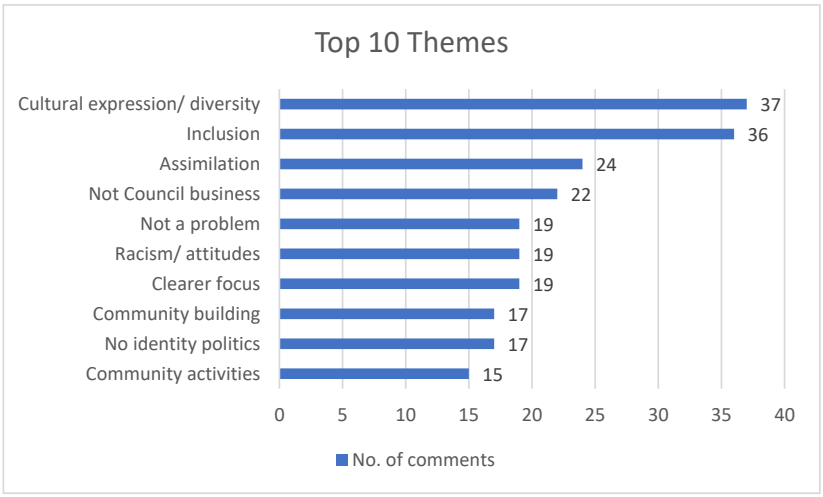
A summary of the key themes/issues raised throughout exhibition include:

- Overall agreement that ensuring that different cultures are visible and celebrated in community life remain a key priority for the Northern Beaches community.
- Recognition of the rich diversity that already exists within the community.
- Acknowledgement that while many people report that they personally find the Northern Beaches safe and inclusive, some have experienced racial prejudice and discrimination.
- Calls for clearer commitment by Council to support specific anti-racism actions.
- The need for clear pathways for engaging with and being involved in the Cultural Leaders Group.
- Identification that targeted action to work with education providers and parent networks, such as P&Cs, is essential to long-term attitudinal change.

1.1. Key statistics

Total unique responses from Your Say platform	134	
How responses were received	Your Say – Gather tool (photo board) Your Say – Submission form (survey) Written responses (email) Phone calls	Completions: 4 Completions: 130 Number received: 4 Bookings: 0

Online question: Do you support the draft plan?	 Total responses = 134 (Your Say Survey and Photo Board submissions)
Online question: What resources did you access to learn about the Multicultural Inclusion Plan?	 Total responses = 130 (Your Say Survey only)

Feedback themes	 See section 5 for the detailed findings

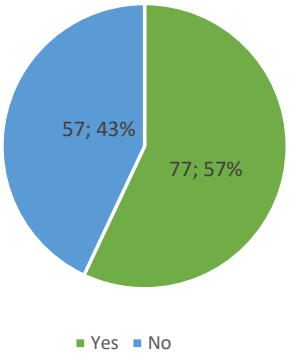
1.2. How we engaged

Have Your Say: visitation stats	Visitors: 1,968	Visits: 2,610	Average time onsite: 1m 24s
Social media	Facebook posts: 4 Instagram posts: 4 LinkedIn posts: 2 KALOF social media channels (Facebook and Instagram)		Reach: 27,200 Clicks: 227 Reach: 30,000 Clicks: 53 Reach: 3,269 Clicks: 194 Reach: 1,000
Paid Digital Media	Manly Observer Northern Beaches Advocate		45k Facebook followers 58k Instagram followers 320,000 website views/month

 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 4 editions	Distribution: Approx. 24,000 subscribers
	Council (weekly) e-News: 5 editions	Distribution: Approx. 61,500 subscribers 1,302 link clicks
	The Wave Disability Newsletter: 1 edition	Distribution: Approx. 1400 subscribers
	The Drift Library Newsletter: 1 edition	Distribution: Approx. 84,400 subscribers
	KALOF Youth Newsletter: 1 edition	Distribution: Approx. 1,750 subscribers
 Printed Collateral	Portrait Business Cards: 321 Bookmarks: 450 Posters: 20 Copies of the draft Plan: 35	
 Key face to face stakeholder engagement	22 members of the Youth Advisory Group 14 members of the Northern Beaches Multicultural Network 8 members of the Cultural Leaders Group	

1.3. Who we spoke to [Your Say responses only]

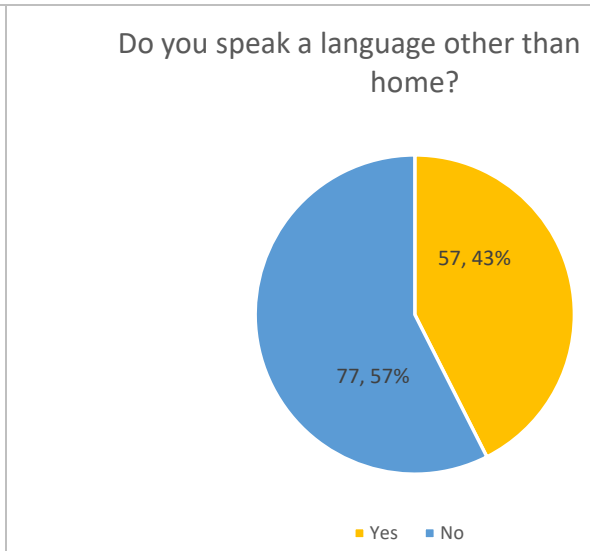
Culturally and linguistically diverse background



Total responses = 134 (Your Say Survey and Photo Board submissions)

Cultural and linguistic backgrounds of respondents (self-reported)	
Aboriginal	Indigenous
American	Irish
Asian	Italian
Australian	Japanese
Australian with Asia background	Korean
Bengali	Latin
Brazilian	Latin American
Celtic	Latin-Middle Eastern
Chinese	Latvian
Chinese French Australian	Lebanese
Chinese Peranakan	Malaysian
Chinese-Australian	Middle European
Christian European	Mongolian
Dutch	Mughal Empire
East Africa, Ethiopian	Multicultural
East Timorese	Northern European
Egyptian	Polish
English	Russian-Dutch
European	Scandinavian
Filipino	Serbian
German/Swiss	South American
Greek	South East Asian
Indian	Spanish / Latin American
Indian- Hindu	Swedish
	Taiwanese
	Vietnamese
	Yugoslavian

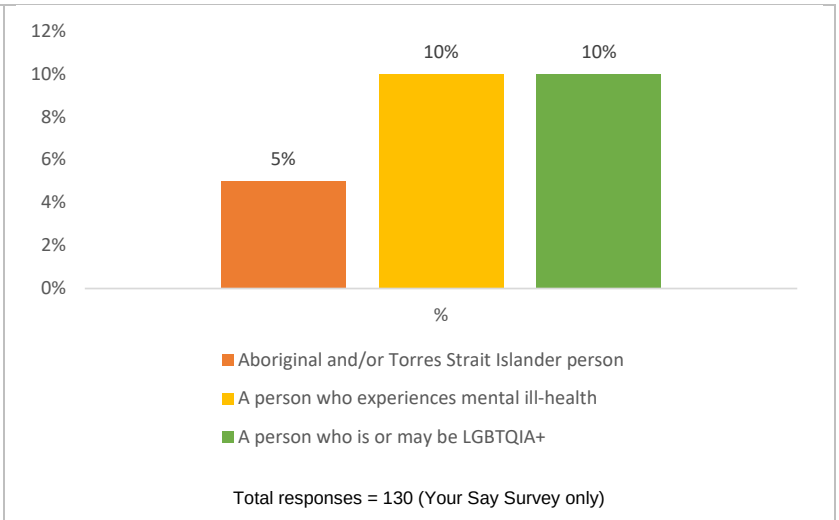
Languages other than English spoken at home



Total responses = 134 (Your Say Survey and Photo Board submissions)

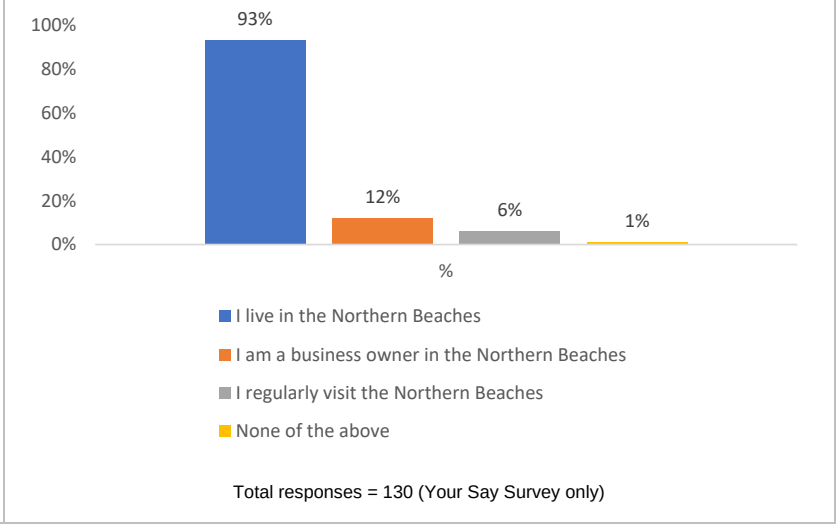
Languages spoken by respondents (self-reported)	
Amharic	Malay
Arabic	Malwi
Bengali	Mandarin
Cantonese	Nimadi
Dharug	Oromo
Dutch	Polish
French	Portuguese
Gaelic	Russian
German	Serbian
Greek	Serbo-Croatian
Hakka	Shanghainese
Hebrew	Spanish
Hindi	Swedish
Italian	Swiss German
Japanese	Tashelhit Berber
Korean	Tibetan
	Urdu

Priority Populations



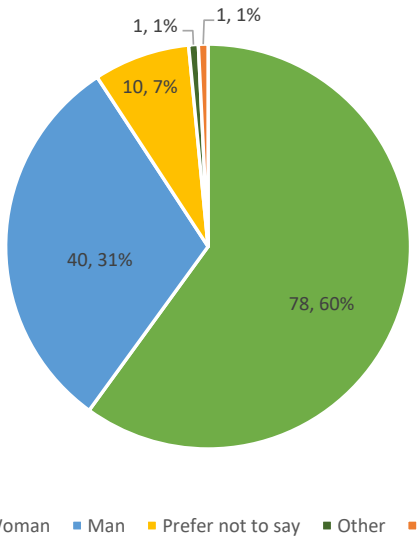
Total responses = 130 (Your Say Survey only)

Connection to Northern Beaches



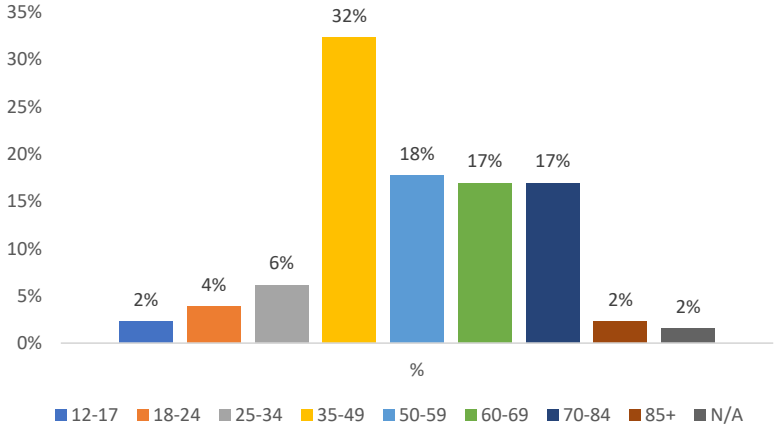
Total responses = 130 (Your Say Survey only)

Gender

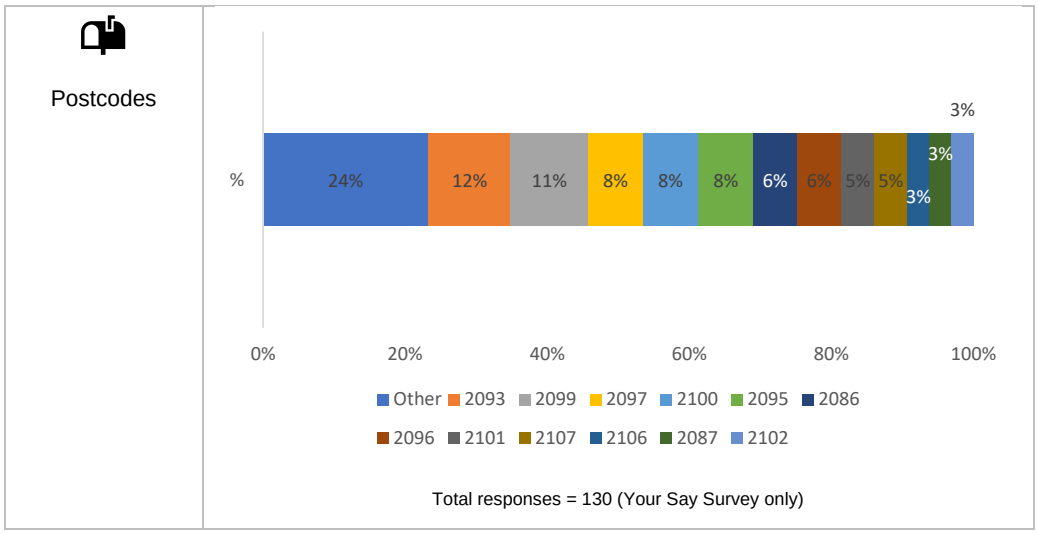


Total responses = 130 (Your Say Survey only)

Age groups



Total responses = 130 (Your Say Survey only)



2. Background

The draft Plan was identified as a priority in the Better Together Social Sustainability Strategy 2040. The Northern Beaches has always been home to a diverse multicultural community and continues to be called home by both established and emerging multicultural communities. Multicultural communities are active contributors and essential to a thriving and vibrant community. At the same time, they face barriers to inclusion and full participation in community life.

Stage 1 initial consultation of the draft plan was carried out in 2023 with over 500 community members and stakeholders. Feedback from that consultation was captured in a report and formed the basis of the draft Plan. Stage 2 community engagement consists of a public exhibition of the draft Plan. This report summarises the feedback and outcomes of the exhibition.

Developed with input from more than 650 community members[1], many identifying as from culturally and linguistically diverse backgrounds, the draft Plan sets the direction and prioritises action for cultural inclusion in the next five years. It recognises the important role everyone in the community plays, ensuring multicultural communities are included in community life on the Northern Beaches.

3. Engagement objectives

Community and stakeholder engagement for Stage 2 aimed to:

- Share and consult with community members and key stakeholders about the draft Plan
- Engage with community members from multicultural backgrounds and the broader community
- Provide accessible information for community members and stakeholders to participate meaningfully.

[1] This figure includes over 500 community members who were engaged during Stage 1 consultation of the Plan.

4. Engagement approach

The public exhibition phase of community and stakeholder engagement for the draft Multicultural Inclusion Plan was conducted between 15 January 2024 and 29 February 2024 and consisted of a range of activities for the community and key stakeholders to participate in.

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

A project page[2] was established on our Have Your Say platform with information provided in an accessible and easy to read format. This included a video snapshot of the seven outcomes in the Plan. To improve accessibility, the project page and video were translated into six community languages: Arabic, Mandarin, Hindi, Nepali, Spanish, and Tibetan.

The project was primarily promoted through Council Electronic Direct Mail (EDM), social media and paid print media. Print collateral was distributed in Council Libraries and Customer Service Centres as well as to relevant organisations on the Northern Beaches.

The key challenges for this exhibition that were considered in planning the engagement approach included:

- Pre-existing assumptions about who the plan is for and what it includes due to the topic.
- Low profile for this subject on the Beaches due to this being the first time Northern Beaches Council has specifically done work in this space.
- High number of different cultural and linguistic background, ranging from established to emerging.

For this reason, consideration was given to creating a successful visual campaign. In consultation with the Cultural Leaders Group, a set of portraits with distinct imagery featuring a range of locals from diverse backgrounds were professionally taken. This approach cut through people's perception of both Council and the draft Plan and engaged the wider community in the exhibition by incorporating storytelling and interest in our shared history.

Feedback was captured through an online submission form embedded onto the Have Your Say project page. The form included a question directly asking respondents for their level of support on the draft Plan. Alternatively, an online scrapbook activity was available to capture images and stories of culture on the Northern Beaches.

Email and written feedback were also invited, as well as the ability to book a time to speak with a member of the project team. Contact details for the project manager were provided to allow people to speak directly with them and provide feedback over the phone.

Additionally, three workshops were held with key stakeholders including:

- Youth Advisory Group (YAG)
- Cultural Leaders Group
- Northern Beaches Multicultural Network.

A presentation about the draft Plan and key actions was made to the Community Safety Advisory Committee in November 2023.

[2] https://yoursay.northernbeaches.nsw.gov.au/multicultural-inclusion-plan

4.1. Reaching diverse audiences

A range of communication and engagement activities were undertaken to inform and consult with stakeholders across the community. This included:

- Easy Read version of the draft Plan on the Your Say page and promoted consultation through Council's monthly Disability newsletter.
- Translating the Your Say website platform into six community languages.
- Adding a photo submission option in addition to the conventional survey.
- Providing the option to 'book a call' using Translation and Interpretation Service (TIS) with a Council staff member.
- Providing members of the Youth Advisory Group with business card size collateral to distribute through their networks.
- Promoting the consultation in Council's monthly newsletters including The Drift (Libraries), Wave (disability), and KALOF (youth).
- Contacting language schools as well as sports and recreation community groups on the Northern Beaches about the draft Plan and consultation.
- Holding targeted key stakeholder workshops (see section 7).

4.2. Key learnings and reflections of the engagement approach

The key learnings from the engagement were as follows:

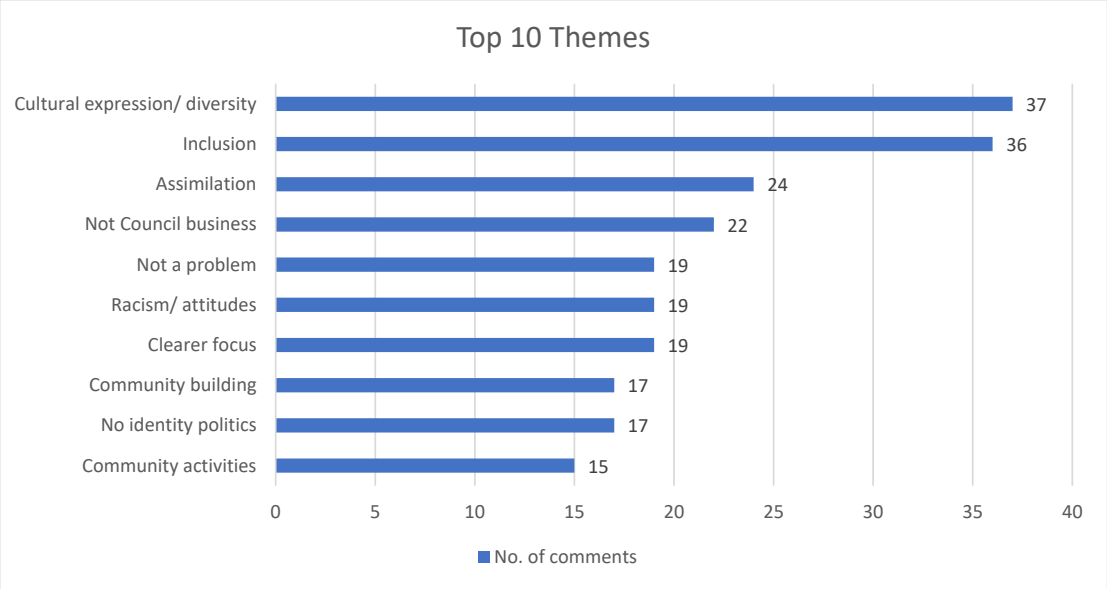
- Providing a summary video — and in various community languages — helps to break down the draft Plan's information into sizeable and digestible chunks.
- Communicating directly to and getting feedback from community organisations and groups is important for targeted engagement.
- Leveraging on the networks of community organisations and groups can help reach diverse community members.
- Although no one used the 'book a call' option to speak with a staff member about the draft Plan, having that option helped to broaden the participation methods. Perhaps more advertising or sharing of this could be done to encourage its take-up.

5. Findings from Your Say Survey

From the 130 unique survey respondents, there were 299 comments to the four open-ended questions[3]. These have been coded across 28 themes, with each comment coded to a maximum of two themes. The top 10 themes (excluding comments of general support) are highlighted in the chart below. The subsequent table details each of the 28 themes according

[3] "Do you have any feedback about Direction 1?", "Do you have any feedback about Direction 2?", "Tell us why", and "Is there anything you think we have missed in the plan?"

to their frequency. It summarises the key points, issues, and change requests (if any) in that theme and Council's response.



Key theme	Issues, change requests and other considerations raised	Council's response
Support (General) 46 comments; 13.1% of total codes	Comments were coded into this theme if they mentioned support for the draft Plan without providing any further details.	We note these comments in support of the draft Plan.
Cultural expression/ diversity 37 comments; 10.6% of total codes	Comments on this theme relate to different cultures being visible and celebrated. Respondents were supportive of the draft Plan and pleased to see actionable plans and inclusive initiatives. Suggestions were divided into the following subthemes: - **Food**: this subtheme had the greatest number of comments. The key ones acknowledged a few events that include multicultural food options and suggested celebrating	We acknowledge the value that the Northern Beaches community places on ensuring that different cultures are visible and celebrated in community life. Actions in *Direction 1: Welcoming*, acknowledge feedback from the community that this is an area of priority for the first Multicultural Inclusion Plan. The feedback and specific suggestions have been noted and passed to relevant internal teams for consideration. The actions in Outcome 1 directly support progress towards this community priority. **Recommendations for changes:** Amendments to Action 1.5 (page 42) to include arts programming: "*Explore opportunities to identify, expand and promote multicultural*

Key theme	Issues, change requests and other considerations raised	Council's response
	and showcasing the diversity of the area through food from the different cultures on the Northern Beaches. Food was seen as a connector across cultures. Comments on food were related to the comments on food markets, food stories, night markets, cooking and distributing food to people in need, and having more international and affordable food options in the area. - **Markets**: while community members welcomed the night markets with international food, others wished they could be more inclusive and with greater cultural diversity. - **Events**: suggestions for events that "showcase the diverse cultures and how have they contributed to making the beaches a great place to call home". Respondents called for "celebrating various festivals openly in the suburbs", having it widely advertised, and "including schools". - **Stories**: comments were on having "storytelling about folklore", where people from multicultural communities can share their stories and culture. The respondents believe that "when people know more about others, they are more likely to want to help and include them".	*event and arts programming that showcases the cultural diversity of the community.*"

Key theme	Issues, change requests and other considerations raised	Council's response
	- **Arts**: respondents highlighted "finding ways to connect through art", including "opportunities for community art, … where artists from diverse backgrounds … get to create the display."	
Inclusion 36 comments; 10.3% of total codes	Comments on inclusion reflect responses related to overall inclusion of multicultural communities in society. Respondents were supportive of the Plan and raised that it is "well defined and strategies are tangible and likely to promote inclusion" and community building. Considerations and issues raised in this category include: - Having a community that accepts and celebrates everyone for their cultural background is an important step towards the creation of a stronger and better community. - Welcoming, accepting and celebrating people from diverse cultural background will lead to a more socially cohesive community. - It is important to promote inclusion while keeping in mind the "unique cultural identity" of the Northern Beaches "as beach and bush loving people who love the outdoors". Suggestions were on: - Increasing the involvement and presence of multicultural populations in general community events.	The purpose of the draft Plan is to ensure that the Northern Beaches continues to be a place where those from different backgrounds can participate fully in community life and feel like they belong. Actions related to Direction 1 will ensure that Council increase the involvement and presence of multicultural community in general community events in a variety of ways. Outcome 5 – *Resources and opportunities are accessible in community languages* - outlines the initial steps required to ensure Council's systems can meet the basic requirements needed for hosting and displaying in language text. We are committed to working with the community to address racial discrimination on the Northern Beaches. We note the suggestions to include training for general community members and council staff and propose amendments to Action 2.1 and an additional Action 7.5 to support this work. **Recommendations for changes:** Amendments to Action 2.1 (page 43) to include a reference to challenging racism "*Explore opportunities to develop and implement activities against racism and unconscious bias and seek and reduce its impact in the community."* Inclusion of an additional Action 7.5 (page 51) *"Investigate partnerships and funding opportunities for delivering active bystander training to Council's workforce and community groups."* Active bystander training gives people the knowledge, skills, and confidence to

Key theme	Issues, change requests and other considerations raised	Council's response
	- Making language and access to information inclusive. - Highlighting the impact of discrimination and provide training opportunities so the population can identify and manage incidents of discrimination. - Including the elderly population and families of those communities in actions specifically tailored for them.	intervene when they witness but are not directly involved in situations of racism or racial discrimination.
Assimilation 23 comments; 6.6% of total codes	Comments in this theme expressed that people from multicultural communities should fit in or assimilate into 'Australian' culture. The respondents were generally not supportive of the draft Plan, although some were supportive of the draft Plan as long as "minority groups should not override the majority cultural sections of our community". Issues raised in this category include: - The need to celebrate "our common culture, not our separate cultures". - The need for integration into the "host culture" - The fear of "ghettos of one ethic [sic] group" being created and the perception of these enclaves as being unsafe.	We acknowledge that some respondents are concerned that work in this space could lead to cultural polarisation or disconnect. The purpose of the draft Plan is to acknowledge and preserve the Northern Beaches as a place where people from different cultural and linguistic backgrounds live together and have a shared sense of belonging and feel safe to celebrate and share their unique culture. Directions 1 (Welcoming) and 2 (Participating) highlight the steps we will take to ensure those from multicultural communities feel welcome and can participate and enrich existing community life. This includes creating opportunities for intercultural exchange between different cultures — established and emerging — on the Northern Beaches. We also recognise the role education and attitudinal change play in increasing social cohesion between established and emerging communities and propose amendments to Action 2.1 to support this. **Recommendations for changes:** Amended Action 2.1 (page 43) to include a reference to challenging racism "*Explore opportunities to develop and implement activities against racism and unconscious bias and seek to reduce its impact in the community.*".

Key theme	Issues, change requests and other considerations raised	Council's response
Not Council business 22 comments; 6.6% of total codes	Comments on this theme expressed that developing a plan for multicultural communities' inclusion is not Council business. Respondents did not support the Plan and wanted Council to "stick to its core business, rates, roads and rubbish". They felt that multicultural inclusion should happen "organically" instead of being driven by Council. A few comments had racist or discriminatory content.	The Local Government Act requires Council to recognise diverse local community needs and interests when planning and making decisions. We remain committed to the principles outlined in the Council adopted Social Sustainability Policy, particularly the belief that equal rights should be established and promoted, with opportunities for people from diverse linguistic, cultural, and religious backgrounds to participate in community life.
Racism/ attitudes 19 comments; 5.4% of total codes	Comments in this theme fell into two categories: 1) Comments (13) that highlighted racist encounters or negative attitudes/perceptions against multicultural communities on the Northern Beaches, and/or called for targeted anti-racism actions. These respondents were supportive of the plan. 2) Comments (6) that contained racist or negative attitudes/perceptions against multicultural communities. These respondents were not supportive of the plan. Together, both categories demonstrate that racism and negative cultural/racial stereotypes exist on the Northern Beaches. Issues and suggestions raised include: - Having a dedicated anti-racism plan that tackles incidents of discrimination, augmenting the current	The comments received for this theme highlight that we still need to work together as a community to ensure that the Northern Beaches is a respectful and safe place for everyone. Council has a zero-tolerance approach to discrimination and abuse of any kind. Please note that some comments in this theme have been redacted because they contain content that is discriminatory, hateful, or may defame, offend, insult, humiliate, or intimidate. We embrace our role in working with the community to address racial discrimination on the Northern Beaches and note strong support for more clearly articulating which actions will deliver anti-racism and culturally sensitive education and training at all levels. As the biggest employer on the Northern Beaches, we are committed to creating a culturally inclusive workforce through inclusive and accessible hiring practices. There is no proposal to introduce affirmative action principles, and hiring practices will remain merit based. Actions 3.1 and 3.2 aim to review and revise Council's recruitment guidelines and HR policies to reduce unconscious cultural bias and ensure that hiring practices are inclusive

Key theme	Issues, change requests and other considerations raised	Council's response
	draft Plan's focus on inclusion and participation. - The need for anti-racism and culturally sensitive education and training at all levels—schools, Council workforce and media platforms, and businesses. - The perception that having culturally inclusive workforce practices will "introduc[e] intentional and careless discrimination based on cultural background when hiring staff into the council". - Having training for businesses and people in "identifying and managing incidences of discrimination". - Empowering and supporting businesses and people to "de-escalate potentially harmful situations" of "both offline and online discrimination".	and accessible to people from multicultural backgrounds. **Recommendation for change:** Amended Action 2.1 (page 43) to include a reference to challenging racism "*Explore opportunities to develop and implement activities against racism and unconscious bias and seek to reduce its impact in the community."* Added Action 7.5 (page 51) "*Investigate partnerships and funding opportunities for delivering active bystander training to Council's workforce and community groups."* These proposed changes support capacity building within the community to identify and respond to instances of direct and indirect racism.
Not a problem 19 comments; 5.4% of total codes	Comments in this theme expressed that there is no problem with the participation, inclusion, or safety of multicultural communities on the Northern Beaches. Some shared that the Northern Beaches was "already an enormously inclusive and welcoming community", and that "generally, everyone feels safe culturally". Respondents were not supportive of the plan.	We acknowledge that overall, the community have expressed that they largely feel welcome and included. Equally, we note that this is not the experience of everyone, with several submissions sharing situations where they have experienced direct and/or indirect racial discrimination on the Northern Beaches. Comments in this theme further contribute to our understanding that there are people in our community who may not realise that the way they speak about and behave towards people from multicultural communities is a form of racism.
Clearer focus	Comments in this theme shared that the draft Plan could be more focused, targeted, and/or specific.	We are committed to the ongoing monitoring and evaluation of adopted social strategies. Page 53 of the draft Plan outlines the key indicators, sources, and reporting frequency.

Key theme	Issues, change requests and other considerations raised	Council's response
19 comments; 5.4% of total codes	Respondents were supportive of the Plan but felt that it was written at a "very high level" and lacked information on how the outcomes would be achieved. The key suggestions highlighted were: - To be explicit on how Council would achieve the outcomes and actions. Examples of these actions include ensuring having cultural safety or cross-cultural connection. - To have more concrete actions "with clearly assigned budget figures" and "SMART" goals rather than "vague 'actions' such as 'explore', 'support', 'consider'". - To share the action/implementation plan, including regular updates and information on monitoring and evaluation. - To reach out to more people from different cultural communities and highlight about how the cultural leaders were selected. - Clearer definition of what 'ancestry' means.	The Better Together 2040 – Monitoring and Evaluation Framework outlines our approach to evaluating Better Together including the development of a performance monitoring plan. An internal implementation plan will support delivery of the Actions across the 5-year period. As this is the first Multicultural Inclusion Plan, some of the proposed actions are necessarily exploratory. This is to mitigate the risk of action bias through consultation and evaluation of different approaches across a range of areas. Progress against actions will be reviewed periodically as outlined in the Better Together Monitoring and Evaluation Framework. **Recommendation for change:** Added a column on page 53 that explains why each indicator has been selected. Amended definition of "Ancestry" on page 17 to: "*Ancestry, as reported by the Australian Bureau of Statistics, refers to the cultural association and ethnic background of an individual. Individuals may provide up to two ancestries, taking into consideration the ethnic origins of their parents and grandparents."*
No identity politics 17 comments; 4.9% of total codes	Comments on this theme reflect the beliefs of some respondents that Council should not undertake any action that highlights difference between cultural groups. Some of these comments were also about First Nations people (elaborated in the First Nations theme below).	The draft Plan does not make comment on the merits of multiculturalism. It is well established that the Northern Beaches has long been home to a diverse multicultural community, and this is an important part of our shared local history. Recognising differences between people doesn't imply unequal treatment, it is about acknowledging diversity while promoting equal rights and opportunities for everyone.

Key theme	Issues, change requests and other considerations raised	Council's response
	Respondents were not in support of the Plan and raised the following issues: - Everybody should be treated equally as "Australians, or in this case, Northern Beaches residents". - The celebration of different cultures "inevitably results in polarisation".	The purpose of the draft Plan is to ensure that the Northern Beaches continues to be a place where those from different backgrounds can participate fully in community life and feel like they belong, which includes actions to address all forms of racial discrimination.
Community building 17 comments; 4.9% of total codes	Comments on this theme reflect that some respondents believe it is important to focus on building a cohesive community. The respondents were supportive of the Plan and the key comments were around: - "Recognising that welcoming is just the first step" is critical to build a strong and inclusive community. - Actions that promote inclusion foster "a sense of belonging and shared purpose that will benefit everyone". - Celebrating culture and diversity only in instances where it "advances our social, economic, and cultural outcomes in the community", being mindful to prevent division or controversy. - Using spaces to promote cultural gatherings to promote education and sharing of experiences.	We note these comments and suggestions in support of the plan. **Recommended change:** In view of the strong call to action for inclusion and community building, Action 2.3 (page 43) has been amended from a community connection plan to a project: *"Deliver a Community Connection Project that establishes social connection guidelines for the Northern Beaches."*
Community activities	The comments of this theme reflect suggestions for more activities for multicultural	The draft Plan seeks to support community activities through several actions including: Action 1.5 proposes to explore opportunities to identify, expand, and promote multicultural

Key theme	Issues, change requests and other considerations raised	Council's response
15 comments; 4.3% of total codes	communities. Respondents were supportive of the plan. Key suggestions include: - More community events driven by council to promote acceptation and celebrate the multicultural communities. - Engaging a council volunteer for an organised connect group to arrange walks. - Monthly meetings or events open to the public for people to gather and learn from each other.	event programming that showcases the cultural diversity of the community. These include community activities such as the ones suggested. The engagement of volunteers is incorporated in Action 7.2, which seeks to increase the number of people volunteering with the Council from multicultural backgrounds. **Recommendation for change:** Amended Action 1.6 (page 42) to include volunteering initiatives: "*Deliver capacity building opportunities to people from culturally diverse backgrounds to design, plan and deliver their own unique cultural and creative events and initiatives, including volunteering.*"
Education 11 comments; 3.1% of total codes	Comments on this theme were related to education, learning, and teaching. A few submissions shared instances where they either experienced or witnessed bullying within school due to a student's cultural background. Respondents on this theme were supportive of the plan. Their key suggestions were: - To have "more educational advertising targeting both adults and kids". - That education is critical for better inclusion of multicultural communities and schools could be a "great place to start". - To include schools as a platform to promote education on cultural diversity and inclusion. This would eventually expand to wider community. - For Council to do more in educating both children and families.	We note the strong support for finding ways to further strengthen cultural inclusion work within schools and related networks. Action 7.6 will advance this work by connecting cultural leaders with relevant school networks, such as P&Cs, to explore new relationships and pathways that can support cultural inclusion initiatives for families, children, and young people in education settings. **Recommendation for change:** Proposed new Action 2.5 (page 43) "*Work with school Student Support Officers to promote cultural understanding, awareness, and education in schools.*"

Key theme	Issues, change requests and other considerations raised	Council's response
Safety 11 comments; 3.1% of total codes	Comments on this theme related to safety for multicultural communities. In general, respondents felt that Northern Beaches was a safe place. However, some mentioned that this feeling may vary from area to area. A few respondents reported not feeling safe because they were either victim to or witnessed racism happening, particularly in schools. One comment suggested investigating the use of a QR Code at local beaches to assist those who speak a language other than English to be beach safe.	These comments are noted. Council is currently implementing the Community Safety Plan with a view to achieving safety related outcomes for the Northern Beaches community, including multicultural communities.
First Nations 10 comments; 2.9% of total codes	Comments in this theme fell into two categories: 1) Comments calling for more work around the inclusion and participation of First Nations people on the Northern Beaches. One highlighted that "I'm a migrant and have always felt welcome. I worry that sometimes the first Australians may feel less welcome than me." Respondents were supportive of the plan. 2) Comments that contained racist or negative attitudes/perceptions against First Nations people. These respondents were not supportive of the plan. Issues and suggestions raised in the first category include: - Having more Indigenous consultation	We are committed to acknowledging and showing awareness of, and respect for, the Traditional Custodians of the land and to recognise the continuing connection of First Nations people to Country. The development of a Reconciliation Action Plan is an adopted action of Towards 2040 Northern Beaches Local Strategic Planning Statement. Support for continued work with our First Nations peoples is noted, and suggestions have been passed to all relevant internal teams.

Key theme	Issues, change requests and other considerations raised	Council's response
	- Raising awareness and increasing visibility of Indigenous issues - Keeping up the "emphasis on Indigenous Australians and heritage" Issues and suggestions raised in the second category include: - Stopping the Welcome to Country - Reducing the "special treatment" of Indigenous people	
Economic burden 9 comments; 2.6% of total codes	Comments on this theme related to the perception that multicultural communities are an economic burden to society. Respondents were generally not supportive of the plan. They saw immigration as negative and migrants as causing a drain on economic resources. Many also felt that cultural inclusion was not the business of Council (see 'Not Council business' theme above). Key issues raised were: - Council should not use rates to develop work in this area. - Ratepayers should know how much money is used for each project that council leads. - Council should only do work that "benefit ALL taxpayers". - Multicultural groups should contribute to cost of funding community languages and events.	The Local Government Act requires Council to recognise diverse local community needs and interests when planning and making decisions. We are committed to upholding the principles outlined in the Social Sustainability Policy that emphasises social justice principles, including equity, access, and participation. Asking one group to pay extra for access creates inequity inconsistent with the community's goals and aspirations of a safe, inclusive, diverse, and connected community. No additional funding is proposed to implement the actions of the draft Plan; the actions and outcomes have been developed with each relevant business unit and will be delivered within operational budgets that are set annually by the Council: https://www.northernbeaches.nsw.gov.au/council/publications/delivery-operational-plan-budget
Cultural representation	This theme was around having and seeing people from diverse cultural	Action 6.1 will develop Multicultural Engagement Guidelines to guide community engagement practice and ensure that people

Key theme	Issues, change requests and other considerations raised	Council's response
8 comments; 2.3% of total codes	backgrounds represented in different aspects of the community. Respondents were supportive of the Plan but wanted to see greater cultural representation and statistics of such in senior leadership, volunteering, and Council's Cultural Leaders Group. Certain cultural groups were referenced as being less represented, with one respondent sharing that there is "bias against people from the Middle East" and that they "have never seen any reference to the Arab culture or language" on the Northern Beaches. Suggestions to improve cultural representation include: - Providing "easy ways for people from multicultural backgrounds to join the committees". - Providing information in Council website or emails on how people can participate in planning and engagement sessions.	from diverse cultural backgrounds can participate in planning and consultation. Action 3.1 proposes reviewing and revising the Council's recruitment guidelines and processes to encourage applications from people of diverse backgrounds. The Cultural Leaders Group is an existing group with members from diverse cultural backgrounds. Council welcomes interest and new members to the group. For more information about the group people can contact Council's Community Development team. **Recommendations for changes:** New Action 7.3 proposed (page 51) "*Undertake a review of the Cultural Leaders Group and advertise information about the group and how to get involved."*
Information 7 comments; 2.0% of total codes	Comments in this theme related to making relevant information on Council activities and services more accessible to multicultural communities. Respondents shared that while Council has many relevant events, services, and activities, many from multicultural communities "may not know of these activities". Key suggestions were to: - Have welcome packs with information such as	We are committed to ensuring that everyone in our community can access the information they need. To support this commitment for our multicultural community, we are working closely with key community stakeholders to consult on the specific needs of different cultural groups in the community. Actions 1.1, 1.5, 1.7, 4.1, 4.5, and especially 4.3 will support our work with the community to develop and increase accessibility of information.

Key theme	Issues, change requests and other considerations raised	Council's response
	legislation, LGBTQA+, domestic violence, and Drug & Alcohol services for multicultural community members. - Have an ambassador for each cultural group. - Have a newsletter/ services link to be displayed on rates notices. - Share information, such as the Multicultural Engagement Guidelines, with local business so they can help spread awareness.	We note the suggestions on how these actions could be delivered and recommend a new action based on this feedback. **Recommendation for change:** Proposed new Action (page 51) 7.7 "*Share Council-developed resources with external stakeholders to support inclusion of multicultural communities in community life.*"
Community spaces 4 comments; 1.1% of total codes	Comments in this theme were mainly on Direction 2: Participating. Respondents were supportive of the Plan but highlighted the need of having spaces for multicultural communities. Suggestions include: - Having "Council places for community to celebrate their cultural activities, weddings etc.". - Having a "multicultural community hub" or "hall type of place with scheduled activities, meals, networking from different cultures". - Seniors' multicultural centres. - Using Manly chambers and PCYC Dee Why for cultural groups gatherings and events.	We note the importance of providing accessible community spaces for multicultural groups. A range of community centres are available for hire at subsidised rates. Actions 4.7, 4.8, and 4.9 will improve access to information about community centres and the processes for hiring spaces.
Night-time economy 3 comments; 0.9% of total codes	Comments on this section refer to the synergy between more cultural representation and developing the night-time economy in the Northern	The suggestion to further consider how a strong night-time economy can support cultural representation across the Northern Beaches is noted.

Key theme	Issues, change requests and other considerations raised	Council's response
	Beaches. Respondents were supportive of the plan. Key comments were: - Night markets are greatly appreciated and perceived as a good way to showcase cultural diversity through food. - Creating "a better and stronger evening/night culture" so cultural diversity could "show itself more". - A suburb representation plan and evening cultural life representation plan with subsidised market areas.	**Recommended change**: New Action 6.5 (page 50) proposed that is aligned with the Economic Development Strategy: *Ensure the unique aspects and needs of multicultural communities are included when investigating opportunities to increase and diversify the night-time economy.*
Infrastructure 3 comments; 0.9% of total codes	Comments in this theme highlighted the need for "better infrastructure and connectivity [to] bridge the gap" between cultural communities. This theme echoes the Affordability theme below.	These comments have been noted in support of the proposed actions in the draft Plan. Comments have been given to relevant team.
Gender 3 comments; 0.9% of total codes	Comments on this theme were related to gender equity and were supportive of the plan. Suggestions were around having more women performers in cultural events and festivals (e.g., Manly Jazz festival) and activities to connect women together.	All community development activities undertaken by Council will be underpinned by the principles, including equity, as outlined in the Social Sustainability Policy.
Scepticism 3 comments; 0.9% of total codes	The three comments in this theme expressed scepticism around the draft plan. Two respondents were unsupportive of the plan, stating that it was just "lip service". One was supportive of the Plan but was "not sure it [the Plan's outcomes] will happen" because some people on the Northern	The purpose of the draft Plan is to ensure that the Northern Beaches continues to be a place where those from different backgrounds can participate fully in community life and feel like they belong. The draft Plan will take steps to build community mindedness through fostering connection across cultural communities and tackling racial discrimination.

Key theme	Issues, change requests and other considerations raised	Council's response
	Beaches "don't appear to be community minded at all".	
Disability 2 comments; 0.6% of total codes	Comments on this theme were on the inclusion of people with disability. Respondents were supportive of the draft Plan and highlighted the need to include people with disability.	Action 6.1, "*Develop Multicultural Engagement Guidelines in partnership with cultural leaders to guide community engagement practice*", will support the development of Council's next Disability Inclusion Action Plan.
Housing 2 comments; 0.6% of total codes	The two comments on housing highlighted the importance of social housing and making housing more affordable.	These comments are noted and have been given to the relevant team.
Affordability 1 comment; 0.3% of total codes	This comment highlighted that integration and inclusion depended on having affordable and accessible activities, particularly as "migrant families tend to have lower incomes and therefore their kids aren't able to participate". They shared that sporting activities for children are expensive and require a car to get too, both which are difficult to achieve for working parents.	We agree that finding ways of having more affordable activities for children and adults, especially sports, is important for our community. Finding and communicating these avenues will be a priority in Action 4.1 "*Review and update key communication guidelines to meet the needs of culturally and linguistically diverse communities."* **Recommended change:** Amended Action 6.2 (page 50) to include the priorities and needs of multicultural communities in place planning: *"Improve collection and use of ethnicity data in place planning and service delivery, respecting and adhering to privacy principles for collecting data."*
Cemeteries 1 comment; 0.3% of total codes	This comment requested a commitment from Council to provide further funeral services to the varied cultural and religious groups represented in the cemetery.	We are committed to accommodating requests for specific religious or cultural traditions within the limitations of infrastructure, resources and available remaining space at Mona Vale and Manly Cemetery. Mona Vale cemetery is divided into nine religious denominations (Catholic, Anglican, Bahai, Baptist, Presbyterian, Methodist, Congregational, Uniting, Latter Day Saints, and recently added Serbian Orthodox) along with a General or Non-Sectarian area. Manly Cemetery is divided into two religious denominations (Catholic and Anglican) with a remaining General or Mixed Denomination area.

Key theme	Issues, change requests and other considerations raised	Council's response
		The provision of additional services is limited by the lack of remaining available space. As Mona Vale Cemetery approaches full capacity the remaining burial areas will be predominantly released as "General" to accommodate the greatest number of users. Manly Cemetery has been closed to new burial sales for over 40 years. A new non-denominational memorial wall was recently released for cremation ashes.
LGBTQIA+ 1 comment; 0.3% of total codes	This comment asked if the draft Plan included "LGBTQI people".	While not directly focused on LGBTQIA+ issues, the draft Plan sees gender, sexual, and cultural diversity as intersecting issues, and thus will pay attention to these for the Plan's implementation. The purpose of the content on Page 22 is to acknowledge the importance of recognising diversity within diversity and visually maps the different countries of ancestries that make up the Northern Beaches.
Religion 1 comment; 0.3% of total codes	This comment was supportive of the Plan and highlighted the need to "include all religious beliefs too".	The Plan acknowledges that religion is one of the characteristics that need to be considered when understanding cultural diversity. **Recommended change:** Update text on page 17 when defining cultural and ethnic diversity: *...the shared identity or similarity of a group of people based on one or more distinguishing characteristics, including religion.*
Not related 1 comment; 0.3% of total codes	The unrelated comment was on dogs on leash and sharing footpaths.	This comment is noted and has been given to relevant team.

6. Findings from Photo Board

Another option for feedback was through a photo board submission based on the prompt: "Contribute to the photo board and help us showcase individual stories of culture on the Northern Beaches. This could be the activities you do, such as sharing a meal or connecting with others."

Four Photo Board contributions (see Appendix 2) were made. Respondents both identified as coming from a culturally and linguistically diverse background and spoke another language other than English at home. They were all supportive of the draft Multicultural Inclusion Plan.

Three photographs demonstrated how respondents actively participated in community life: one through celebrating Diwali in their home in the Northern Beaches, one by joining Manly Amnesty

International Group, and one by participating in nature activities across the Northern Beaches. In particular, the third photograph emphasised the feeling of inclusion and welcome they received in the Northern Beaches. In contrast, the fourth photograph shared feelings of exclusion and not fitting in the country. At once positive and negative, the photographs echo the draft Plan's aims of ensuring people from all cultural backgrounds feel welcome and participate in community life.

7. Findings from Key Stakeholder Workshops

During the consultation period, three workshops were held with key stakeholder groups. They were with:

1) 8 members from the Cultural Leaders Group
2) 14 members of the Northern Beaches Multicultural Network
3) 22 members of the Youth Advisory Group.

7.1. Cultural Leaders Group

Council convenes a Cultural Leaders group comprising of community representatives from different cultural and religious backgrounds. The group serves as an intercultural network and platform for Council to engage and consult with on multicultural issues. Council representatives shared the draft Plan at an online Cultural Leaders Group meeting on 6th February 2024 to get members' feedback.

Overall, the eight members present were supportive of the Plan. A brief voting activity was carried out for the draft Plan's first five outcomes. Voting was not done for outcomes 6 (Planning and engagement) and 7 (Partnerships) due to time constraints. The table below details the voting results. The subsequent table summarises the feedback given and Council's responses.

Outcome	Result (Yes; Yes, with changes; No)
1. Cultural expression	Yes = 3; Yes, with changes = 5; No = 0
2. Goodwill, respect and equity	Yes = 4; Yes, with changes = 2; No = 0
3. Workforce	Yes = 6; Yes, with changes = 0; No = 0
4. Services, programs and activities	Yes = 4; Yes, with changes = 2; No = 0
5. Community language	Yes = 3; Yes, with changes = 2; No = 0

Key theme	Issues, change requests and other considerations raised	Council's response
Information	A few issues related to making information accessible for multicultural communities were highlighted: - Challenge of digital inclusion as not all people will have access to technology. - Need to find out what the connections and networks in multicultural communities currently are. Word of mouth works best within connected communities. - Suggestion to use Social Network Analysis to map out the current	Action 4.1 proposes to review and update key communication guidelines to make it accessible to all multicultural communities in the area. Translation to community languages is being addressed by Action 4.4, which will investigate and trial new ways to make information available in community languages. Additionally, Action 4.6 proposes to improve access to interpreters and the TIS. Actions 4.3, 4.10, and 5.5 address

Key theme	Issues, change requests and other considerations raised	Council's response
	networks and connections in multicultural communities. - Cost of translating documents to different community languages.	accessibility of information in community languages. The suggestion of having a social network analysis will be explored in Action 2.3 (page 43): *"Deliver a Community Connection Project that establishes social connection guidelines for the Northern Beaches."*
Volunteering	The importance of getting volunteers from multicultural communities was highlighted. Relating to the Information topic above, a member shared that using volunteer translators could help reduce the cost of translating important information and documents. They suggested tapping into volunteers across organisations for translation.	Action 7.2 proposes to investigate ways to increase the number of volunteers from multicultural communities. Regarding translation, the translation of Council information and advice is completed by a translator accredited by NAATI (National Accreditation Authority Translators and Interpreters) to ensure accurate and consistent translations.
Workforce	Members discussed the importance of Council workers not just being able to provide in-language services, but also knowing cultural sensitivity and safety. A few suggestions on training were given: - SBS inclusion program - Fair Work cultural training.	Actions 3.1, 3.2, and 3.3 seek to support and increase the diversity of the Northern Beaches Council workforce. **Recommended change:** The proposed additional Action 7.5 (page 51) *"Investigate partnerships and funding opportunities for delivering active bystander training to Council's workforce and community groups."* will contribute to ensuring staff are equipped to deliver culturally sensitive services.
Racism/ attitudes	Members highlighted the need for targeted work to address racism and negative racial and cultural attitudes. Suggestions given were: - Being more specific and have a visionary statement on anti-racism. - Going out to the community to call out racism. - Having a social media campaign on unconscious bias.	Actions 2.1 and 2.2 seek to develop and implement programs and internal procedures to prevent and respond to racism, discrimination, unconscious bias, and their impact in the community. This feedback is noted and explored when delivering Actions 2.1 and 2.2. This feedback has also been noted in developing proposed new Action 7.5 (page 51) *"Investigate partnerships and funding opportunities for delivering*

Key theme	Issues, change requests and other considerations raised	Council's response
		active bystander training to Council's workforce and community groups."
Community spaces	A member suggested applying public placemaking concepts to amenities to make them more welcoming. Walter Gors Park was given as a good example of a "family friendly" public space.	This feedback is noted and will be considered when delivering Action 4.7 that seeks to ensure open space planning meets the needs of multicultural communities.
Inclusion	A member expressed concern about how groups from different backgrounds were going to interact. They raised that there was nothing in the Plan on how diverse groups were going to interact with one another to break down cultural barriers that might exist. Another member shared that cultural safety in any engagement needs to be explicit.	The development of Multicultural Engagement Guidelines (Action 6.1) will consider ways to support groups from different backgrounds to interact. It will also contain guidance in creating culturally safe engagement spaces across all projects.

7.2. Northern Beaches Multicultural Network

The Northern Beaches Multicultural Network (NBMN) is a collective of government and non-profit organisations working on multicultural issues on the Northern Beaches. Council representatives shared the draft Plan at a NBMN meeting on 7th February 2024 to get their feedback. Overall, the 14 members present were supportive of the plan. The table below summarises the feedback given and Council's responses.

Key theme	Issues, change requests and other considerations raised	Council's response
Cultural diversity/ expression	A network member asked how the draft Plan supported the celebration of multicultural events. Another member proposed that Council should recognise major cultural holidays like Lunar New Year, Losar, and Deepavali.	Action 1.5 seeks to identify, expand, and promote cultural events, while Action 1.6 includes development of capacity building so people from culturally and diverse backgrounds can deliver their own unique events.
Workforce	Members affirmed the need for Council's workforce to undertake training in cultural awareness and safety. They added that training for staff should also include working across cultural difference. Different cultures have different norms and interpretations of power dynamics, and learning the nuances is important as Council's workforce becomes more culturally diverse.	The development of Multicultural Engagement Guidelines (Action 6.1) will include information and guidance to staff on working across different cultures.

Key theme	Issues, change requests and other considerations raised	Council's response
Clearer focus	A member raised that the draft Plan had a lot of "motherhood statements" and needed something more serious, like a multicultural hub.	Better Together 2040 sets the aspiration for a Community Hub to be available in each Ward. We remain committed to working with the community to achieve this aspiration.
Community spaces	Members highlighted the need to have a culturally safe space, e.g., a community hub, for multicultural communities to come together and feel welcome. One shared that "I have heard through a lot of my conversations and engagements that there is not one place to go to celebrate and hold gatherings. There is need for a welcoming space, a community-led space, a culturally safe space, e.g., the Tibetan community mentioning that they do not have a space for prayer etc. We could start with a pilot, a pop-up."	Action 4.8 proposes to have the Council continue to provide in-kind and affordable access to community centres for cultural group activities.

7.3. Youth Advisory Group workshop

The Youth Advisory Group (YAG) is made up of young people aged 12 to 24 years old, across the five Northern Beaches wards. Over a two-year term, YAG works with staff and local organisations to identify and address the needs and aspirations of young people across the Northern Beaches. With young people being a key stakeholder group and the draft Plan being a document that affects young people, Council representatives shared the draft Plan at a YAG workshop on 5th February 2024 to get their feedback.

22 YAG members were present at the workshop. A brief voting activity was carried out for each of the draft Plan's seven outcomes. A voting activity was also done to elucidate the top three priorities for young people. The two tables below detail the voting results. The third table summarises the feedback given and Council's responses.

Outcome	Result (Yes; Yes, with changes; No)
1. Cultural expression	Yes = 19; Yes, with changes = 3; No = 0
2. Goodwill, respect and equity	Yes = 15; Yes, with changes = 6; No = 0
3. Workforce	Yes = 16; Yes, with changes = 0; No = 4
4. Services, programs and activities	Yes = 20; Yes, with changes = 0; No = 0
5. Community language	Yes = 18; Yes, with changes = 5; No = 0
6. Planning and engagement	Yes = 16; Yes, with changes = 6; No = 0
7. Partnerships	Yes = 18; Yes, with changes = 2; No = 2

Priority for Young People	No. of votes
Outcome 4. Services, programs and activities	16
Outcome 2. Goodwill, respect and equity	13
Outcome 1. Cultural expression	12
Outcome 5. Community language	8
Outcome 3. Workforce	5
Outcome 7. Partnerships	5
Outcome 6. Planning and engagement	4

Key theme	Issues, change requests and other considerations raised	Council's response
Cultural expression/ diversity	YAG members highlighted the importance of celebrating cultural diversity and expression through events, gatherings, and festivals. They shared that young people may feel ashamed of their cultures, and having events would encourage them to embrace their backgrounds. Cross-cultural or multicultural events were also articulated as positive portrayals of inclusivity and cultural diversity, encouraging people to come together. Suggestions given were: - More support for young people to gain information and feel comfortable in supporting celebrations or culture. - Celebrate festivals like Ramadan and Hannukah. - Provide free public transport. - Incorporate recognition of cultural events (e.g., religious holidays) in official communications to legitimise and solidify community respect.	We acknowledge the value that the Northern Beaches young community places on ensuring that different cultures are visible and celebrated in community life. Actions in *Direction 1: Welcoming*, acknowledge feedback from the community that this is an area of priority for the first Multicultural Inclusion Plan. The feedback and specific suggestions have been noted and passed to relevant internal teams for consideration. The actions contained in Outcome 1 will directly support progress towards this community priority. **Recommended change:** Amended Action 4.9 (page 49) to emphasise intergenerational connection: "*Deliver programming that encourages multicultural communities, young people and the broader community to connect, share culture and strengthen social cohesion and intergenerational connection.*"
Education	YAG members shared about the need for better education on cultural diversity, acceptance, and understanding. Schools was the main platform mentioned. Comments included: - Address the root, target causes of racism/bias—lack of education, celebration. Start young in schools. - Educating young people on racism. - Create better educational resources. Often the issue isn't conscious racism, rather ignorance.	One key objective of the proposed plan is to ensure that the Northern Beaches is a place where everyone feels safe, connected, and included in community life. Action 7.6 proposes supporting the Cultural Leaders Group's connection with relevant school networks to address any issue related to education and schools.

Key theme	Issues, change requests and other considerations raised	Council's response
	- Develop resources to teach people about cultures. Information on the web can be conflicting. - Education to build cultural awareness through harmony fairs, guest speakers in schools. This creates relatability and connection. - An implementation of cultural awareness + diversity (e.g., Harmony Day) are a great + casual way to teach young people in schools. More in an event way than formal.	**Recommended change:** Noting this feedback, an additional Action 2.5 (page 43) is proposed "*Work with school Student Support Officers to promote cultural understanding, awareness, and education in schools.*"
Racism/ attitudes	Echoing the above comments on education, racism faced by young people was highlighted by some YAG members. One member shared that "young people face racism on social media often and while people can report these, [this is] something to deal with this on a community level". Beyond education in schools, community education needed to happen. Another member commented on the need to balance freedom of speech while tackling racism or discriminatory language. They suggested following existing policies that social media platforms like Instagram have on this issue.	Council acknowledges that we still have work to do as a community to ensure the Northern Beaches is a respectful and safe place for everyone. We embrace the role that Council can play to work with the community to address racial discrimination on the Northern Beaches. **Recommended changes:** Proposed amendment to Action 2.1 (page 43) "*Explore opportunities to develop and implement activities against racism and unconscious bias and seek to reduce its impact in the community.*" Proposed additional Action 7.5 (page 51) *"Investigate partnerships and funding opportunities for delivering active bystander training to Council's workforce and community groups".* These actions support capacity building within the community to identify and respond to instances of direct and indirect racism.
Information	Information was an important issue with issues and suggestions raised: - Council and government websites are hard to navigate in general, without the additional layer of language.	We note the suggestion to include information in relevant Council's communication. Action 4.3 aims to make language in official communication, website,

Key theme	Issues, change requests and other considerations raised	Council's response
	- Safety notices + other important communications in multiple languages in public areas. - Visibility. People from other backgrounds may not realise how Council can help, so more having Council information available in their communication spaces (e.g., religious buildings, Tibetan school) in the languages will let them know about what Council + the community offers. One comment suggested inclusion of relevant cultural opportunities in the Rates Notice communication.	and social media more accessible for all. Additionally, Actions 4.4 and 4.10 target the development of material in community languages. Making information more accessible is also included in Actions 4.3 and 5.4.
Cultural representation	Cultural representation in planning and engagement was highlighted by some YAG members. They raised the importance of including multicultural groups in all decisions that affect them in a way that suits their needs. Visibility of cultural leaders was also mentioned especially for young people to feel represented in their community. Suggestions included: - Giving people of diverse backgrounds more of a say in the development of ideas. - Creating advisory groups for other demographics beyond youth. - Making sure to equalise opportunity rather than introduce bias in the planning of services to favour people from diverse backgrounds.	Action 6.1 aims to have cultural leaders supporting the development of Multicultural Engagement Guidelines. Additionally, Actions 7.1, 7.2, 7.4, and 7.6 seek to have cultural leaders and other key stakeholders partner with the Council to investigate and develop approaches to championing cultural diversity, building relationships, identifying and developing leaders in the community, and building other relevant connections.
Workforce	A couple of issues on the workforce was raised: - Increasing diversity in the workforce not just in Council but across services sector in Northern Beaches. Audits and education for local businesses on hiring practices can be done. - Practice should not give an advantage to people from culturally diverse backgrounds.	Actions 3.1 and 3.2 propose to encourage applications and make Council hiring practices more inclusive. The draft Plan does not include a proposal to introduce affirmative action principles, and hiring practices will remain merit based.

northern beaches council

Appendix 1 – Verbatim comments from online Your Say survey submissions

No.	Do you have any feedback about Direction 1?	Do you have any feedback about Direction 2?	Tell us why	Is there anything you think we have missed in the plan?
1	Warmest congratulations to the Northern Beaches Council on your inspiring direction with "Welcoming - Northern Beaches celebrates diversity and cultural expression." This initiative, coupled with your dedication to community building, demonstrates a commitment to creating a vibrant and inclusive community for all residents. I am particularly impressed by the following aspects of your approach: Emphasising diversity and cultural expression: Recognising and celebrating the unique tapestry of backgrounds, experiences, and traditions that enrich the Northern Beaches is not only admirable but also essential for fostering a vibrant and welcoming environment. Your focus on cultural events, inclusivity initiatives, and celebrating difference sets a commendable example for other communities. Community building efforts: Recognising that welcoming is just the first step, your commitment to building a strong and interconnected community is crucial. By promoting initiatives that encourage social interaction, collaboration, and mutual understanding, you are fostering a sense of belonging and shared purpose that will benefit everyone. Actionable plans: Turning vision into reality requires concrete steps. I am pleased to see your well-defined plans and tangible strategies for implementing your welcoming and community building goals. This demonstrates a commitment to thoughtful execution and measurable progress. These initiatives, along with your broader leadership, pave the way for a brighter future for the Northern Beaches. By embracing diversity, promoting cultural expression, and fostering a strong sense of community, you are creating a model for inclusive and resilient societies everywhere.	The Northern Beaches Council's vision of "Participating – A place where everyone feels safe, connected and included in community life" is laudable. It resonates with the desire for a thriving, inclusive community where all residents feel a sense of belonging and can participate fully in all aspects of life. However, achieving this vision necessitates a more comprehensive approach that explicitly addresses systemic issues of racism and discrimination. While the "Participating" direction acknowledges diverse communities, it lacks concrete anti-racism and anti-discrimination strategies, raising concerns about its capacity to deliver on its promise of inclusivity. Here are some critical points to consider: The absence of a dedicated anti-racism plan: Racism and discrimination are pervasive societal issues. Ignoring them within the "Participating" framework suggests a limited understanding of the challenges faced by marginalised groups within the Northern Beaches community. Lack of specific measures to address discrimination: The current direction focuses on general notions of inclusion and belonging but fails to outline specific actions to tackle discriminatory practices in areas like community life and access to services. Need for data-driven insights: Understanding the scope and nature of racism and discrimination within the Northern Beaches community is crucial. A platform to collecting and analysing data on discriminatory incidents and experiences would inform effective interventions and track progress. Community engagement and capacity building: Building partnerships with diverse community		Making "Participating" a truly inclusive reality requires acknowledging the presence of racism and discrimination and actively working to dismantle them.

No.	Do you have any feedback about Direction 1?	Do you have any feedback about Direction 2?	Tell us why	Is there anything you think we have missed in the plan?
		groups and providing them with resources and support to advocate for their needs is essential for achieving genuine inclusivity. Empowering these groups to participate in decision-making processes strengthens the vision of "Participating" from the ground up. To bridge this gap, the Northern Beaches Council should consider the following steps: Develop a comprehensive anti-racism and anti-discrimination plan: This plan should identify specific goals, strategies, and metrics to dismantle systemic barriers and address all forms of discrimination. Establish a dedicated team or advisory body with expertise in race and equity issues: This body can guide the implementation of the anti-racism plan and advise the Council on inclusive policy development. Invest in deep cultural collaboration instead of cultural competency training for Council staff and personnel: Equipping all staff with the knowledge and skills to recognise and address implicit bias is crucial for ensuring equitable service delivery. Support and collaborate with community-based organisations: Partnering with groups working on anti-racism and inclusion initiatives leverages their expertise and strengthens community engagement. Publicly report on progress towards inclusivity goals: Regular reporting on the implementation of the anti-racism and anti-discrimination plan and its impact on the community fosters transparency and accountability. By incorporating these recommendations, the Northern Beaches Council can take meaningful steps towards fostering a community where everyone feels safe, connected, and truly included.		
2	It is a good proposal. Diversity and cultural expression enrich all of our lives and can create better social cohesion.	My only concern is the cost. Nothing is mentioned in the area of cost and ratepayers are already paying high council rates. Thus, aspects that need to be explored are - 1. Multicultural groups should help Council in		Yes - the cost of the programs and events to existing ratepayers.

No.	Do you have any feedback about Direction 1?	Do you have any feedback about Direction 2?	Tell us why	Is there anything you think we have missed in the plan?
		funding community languages and events. There should be a contribution from the various groups in order to minimise cost to existing ratepayers. 2. Ratepayers need to know how Council will fund all these multicultural events without increasing council rates unreasonably. Careful budgeting and responsible financial planning are a must - aspects not generally associated with our free spending Local Councils.		
3	Stop the Welcome to Country please.			
4	Essential	No brainer		
5	I think Northen Beaches is not as diverse as I'd like to see. However, I think it would be good to celebrate diversity and cultural expression in this part of Sydney where diversity is lacking.	I do feel safe but isolated due to my background.		
6	Absolutely, there is a misconception that the Insular Peninsula has remained just that This needs to change to reflect the diverse population	This would be extremely welcome		
7	Great to see DEI on the map	I would love to see more gender diversity in the music festival offerings. For example the latest Manly Jazz festival had very few women performers on the program. As a female Musican , I felt a lot more could be done to create a more inclusive program with a bit of planning. That goes for all the music festivals. Manly could become a leader in diversity if it places this as a priority.		Cultural programs to include diversity including gender diversity
8			Multiculturism doesn't work; it builds tribes.	
9	Yes we should welcome all cultural groups by including varied activities of interest to the varied groups but stressing that we all are Australians and the majority groupings should take on the major role. This will encourage newly arrived immigrants to settle in and understand our Australian attitudes and values. Minority groups should not over-ride the majority cultural sections of our community.	As above- If you continue to live on the NB by choice, you must then feel safe and connected with community life to the level you wish. Not everyone wishes to integrate fully in the community life so this must be acknowledged and celebrated.		Cemeteries play a strong role in the community, especially with migrant groups. Each community has burial traditions which are handled appropriately by the cemetery administrations [NB council, Metropolitan Memorial Parks - Frenchs Forest]. The NB council already hosts cemetery activities at Mona Vale and Manly, but much more of a commitment would provide further services to the varied cultural and religious groups represented in the cemetery. Funerary behaviour/ rights are not given as much attention by the authorities outside the cemetery managerial staffs [redacted]

No.	Do you have any feedback about Direction 1?	Do you have any feedback about Direction 2?	Tell us why	Is there anything you think we have missed in the plan?
				communication with the NB council would be welcomed and beneficial to the families whose loved ones rest in our council region.
10	[redacted]	Everyone, no matter what their background, needs to feel safe, not just immigrants....all Citizens. Australian laws are made for everyone and need to be enforced. Don't make rules for them and rules for us existing citizens. Preferential treatment based on race or background will breed resentment and should not be tolerated.	I dont want my rates and fees funding projects that dont benefit ALL rate payers . Total waste of money on "virtue signalling" .	
11	Nope. Nothing against the people themselves, but they are only here because the federal government wants to artificially increase GDP to avoid a recession and make it look like they are growing the economy so as to stay in power and to appease their corporate donors who get a bigger market (more customers) and a lower wages bill. Immigration only benefits the government and big business. The downside is: - The housing crisis (due to increased demand for housing by around half a million new migrants each year needing somewhere to live) - Stagnating wages (as the labour market is flooded with masses of cheap third-world labour, forcing wages down) - Massive environmental damage. - Overdevelopment and congestion of our cities and suburbs. - Billions of taxpayer dollars wasted each year on additional infrastructure for migrants. Eg: The Beaches Link tunnel was scrapped by Minns because he said the money was needed for transport infrastructure for the growing population of migrants in the Western Suburbs. - Decreased real GDP per capita. Whilst GDP increases - which benefits governments and big business, per capita GDP is decreasing which means us taxpayers are worse off. This is why we are seeing record corporate profits, while workers are struggling to avoid homelessness. - Overburdened Govt and private sector services. - Increased demands on power / water / etc. We already have a million more people than we did when water restrictions first came in - and we are heading into an El Nino. Desalination uses massive amounts of electricity.	Nope. Immigration results in increased violent crime rates (despite many studies designed to prove the opposite).	We need a freeze on immigration.	A freeze on immigration. If you think that is being racist, you are wrong. I am married to a migrant. I go out of my way to be extra nice to migrants and try to make them feel welcome. [redacted]. We have been told for decades that immigration "is good for the economy". So, when exactly do the good times start? After a couple of decades of mass immigration, we have a cost of living crisis and record homelessness with tent cities springing up everywhere.
12	I really think the Northern Beaches Council should stick to its core business, rates, roads and rubbish. What is the budget?	See above	Its not council business	

No.	Do you have any feedback about Direction 1?	Do you have any feedback about Direction 2?	Tell us why	Is there anything you think we have missed in the plan?
13	Embracing a great step into multicultural awareness , diversity and inclusion !	Celebrating multicultural Australia in the Northern Beaches !		Considering multicultural community hubs in the Northern Beaches easily accessible and resourceful. Seniors multicultural centres for support and resources Enlist local community volunteers from CALD backgrounds.
14	Stop with the identity politics and just treat everyone equally, as Australians. Or in this case, as Northern Beaches residents.		Stop calling out peoples differences and treat us equally, as Australians.	
15	this is a vital initiative. I'm 100% for it. We must acknowledge the newcomers	these are great strategies . much needed in northern beaches		no
16	great	This a two way street. People from different backgrounds should treat current members of the community with respect and understanding of their culture. A white female should not be discriminated against by men of a [redacted] background.		people should come to our culture and dare I say it, adopt that culture and respect it values.
17				People who are learning English can be introduced to a volunteer who will meet them to teach them English and converse with them in English. There used to be an organisation in the Northern Beaches that filled this role. I contacted them and volunteered in June last year [redacted], but they didn't get back to me, so I assume the service was discontinued. English conversation groups led by volunteers could meet in council venues. This would have social as well as educational benefits.
18	Does this include LGBTQI people?	Great intent, but how will this be monitored?		Specify the people we are including: name the cultural and diverse groups/minorities etc
19	Council needs to focus on Councils' key services, e.g. maintenance, garbage collection, safety on local roads, etc. Sure, print information in multiple languages etc but we are all Australians & the Federal Government is responsible for ensuring migrants are properly prepared to live in Australia (i.e. Council needs to focus on ratepayer's needs). Who exactly is pushing the 'diversity' and 'inclusiveness' barrow, diverting Council resources from where they're really needed?	Since when are people not included?	Not a Council function.	

No.	Do you have any feedback about Direction 1?	Do you have any feedback about Direction 2?	Tell us why	Is there anything you think we have missed in the plan?
20	I enjoyed the market nights events. I think it's really beautiful to see and taste different countries' food. If all the multicultural countries participate in this is good. I'm from East Africa, I would love to work and participate in these kind of events to show my country food.	Northern Beaches is a safe place for me and my son. As I'm a single parent, I was a bit worried when I came to Australia to choose the right neighbourhood to raise a child. I made the right choice by coming to beautiful northern beaches. We feel really safe!!!		I have nothing else to add at the moment but in the future I will be happy to give a feedback.
21	Sure, that should be expected	Yes, inclusion and diversity go together, that means having events that are more culture specific like Diwali etc		I have only read the Direction headings rather than the plan details.
22	Of course	Of course	What plan?	What plan
23	Interesting idea	Agreed		
24	I don'e see many aboriginal residents in NB, too expensive or exclusive for them?	I appreciate very much our public service people, police, firefighters, beach watcher, etc. Should allocate more budget for their operations since they are joey to our safety and security.		See above comment
25	Council does this well.	Council has varied and numerous activities for those wishing to participate but many may not know of the activities. Maybe on our rates notice a link to this newsletter could be included so everyone can read about activities to make them connected.		Council continues to impress and has done for a number of years.
26	There needs to be more educational advertising targeting both adults and kids.	Children are subjected to racism in schools - this is worse in high schools to the extent some children do not want to go to school.		
27	Just be natural, funny silly inclusion ceremony, welcome to country, smoking ceremony, inclusion flags type things are very kitch and meaningless.	We will feel safe if we feel comfortable in our surroundings. Be natural	you are trying to manufacture an environment of inclusion when it should come naturally	Traditional Christian values that have been replaced by regulation rights rules and laws
28	I think this is important and I agree we could have more diversity. One of the areas I'm particularly interested in is for people with disability- that they have equal access to services and a voice; we could do alot more with supporting employment into a business at a decent pay.	Safety is good however there are snippets where we can improve. I think we could do more with connecting with the elderly so they are respected and celebrated in community life.		
29	Very inclusive. And activity could be included?	Absolutely.		Not really very inclusive. Too many words and the meaning gets lost. Good luck
30	Well done for a fantastic initiative. I'm a migrant and have always felt welcome. I worry that sometimes the first Australians may feel less welcome than me. So please keep up the good work in that regard too.	Fully support		Keep up the emphasis on Indigenous Australians and heritage too
31	Strongly agree	Strongly agree but more needs to be done to ensure the population feels safe. At the moment, it is difficult to get police to respond to antisocial behaviour and breach of road safety rules in our		

No.	Do you have any feedback about Direction 1?	Do you have any feedback about Direction 2?	Tell us why	Is there anything you think we have missed in the plan?
		towns; especially at predestrian crossings and wirth regard to ebike riding.		
32	All good if new people are integrated directly through the community and no ghettos of one ethic group are formed. This has happened in the rest of Sydney and no assimilation or integration has occurred. There are no go areas and continually we hear of gangs and horrendous crimes committed in certain ethnic areas. We DO Not want this on the Northern Beaches.	Everyone should feel safe and has a right to. But when enclaves of one ethnic group form we seem to have trouble and then safety goes out the door. Spread new people throughout the NB suburbs. No one area.		Everyone should be able to live in harmony but [redacted] Also look directly at skills needed and those coming in. English must become the dominant language. No more ethnic schools so kids are forced to mix. This happened after WW 2 when those mostly from Europe came in droves. Parents may not have integrated into our way of life but the kids did. Because there was little choice of schools and the next generation fitted in. They inter married but mostly keeping customs of their parents. Which is great and religious tolerance is a definite must. If we have a war on our soil there will be an exodus of people from Australia and only one group will be left to fight. There seems to be no allegiance to Australia. We have to build on this for our country's sake. We want an Australia the everyone wants to contribute and be here. New arrivals should be welcomed but also helped directly to become part of our society.
33	Very good idea.	The above should be a basic human right.		no
34	Sounds great. Would be good to include all religious beliefs too.	Beautiful.		
35	No, looks great	Would like to see all community groups welcome on the beaches		No
36	I experienced the northern beaches as culturally weak so far. We seem to be a white anglo community and could definitely need an injection of other cultures. The Sydney way of having ethnic suburbs (Cabramatta Vietnamese, Auburn Middle East, Burwood modern Chinese...) is not the best solution as it risks future conflicts. I think segregation is never a good solution. France does this too and it does not work very well. Switzerland is a better	That's very much linked to direction 1. Also get more world education at school level at the beaches. Let kids cook their food at school. Due to our Homogenous (predominately white anglo) culture and the lack of exchange with other suburbs our kids rarely taste authentic food from other places. Our restaurants do not at all compare with the ones in other suburbs. E.g. Vietnamese: there is		A suburb representation plan and evening cultural life representation plan with subsidised market areas. Visit Eastwood street food area for input. Try to attract more people from other areas to the beaches. Wake up the white anglo population to participate in cultural activities in

No.	Do you have any feedback about Direction 1?	Do you have any feedback about Direction 2?	Tell us why	Is there anything you think we have missed in the plan?
	example where ethnicity is mixed in most suburbs (in cities). Its difficult however to promote this as most Northern Beaches white people I have met are simply not interested in anything beyond RSL Schnitzel Parmi. Its not necessary racisms, just disinterest. In general there is little appetite in Culture beyond 3pm. People go home and cafes are closed. I would think if you would create a better and stronger evening/night culture diversity should show it self more. This would lead to more cultural input. Most cultures are active in the evening at booths and cafes. See Burwood at 9pm or any north African or most Asian and also Mediterranean cities and you see people walking in their suburbs and meeting outside. So try to create more night or even just evening life (more cafes and food booths at beaches!) And you create culture which will make people from other cultures visit more or even decide to stay. I'm also white but I have lived in various cultures btw so am capable to cultural comparison.	so much to try if you eat in Marrickville or Cabramatta yet on Noethern Beaches vietnamese menus you would most likely find salt and pepper squid and a deep fried spring roll and people would believe this is authentic... Maybe have other suburbs represent themselves at the Beaches. (@Mona Vale?) Not everything needs to stop at Dee Why... I'd love that. I also once mapped out a plan for an app by NSW Sydney where people visit suburbs and get points for trying out local flavours to collect points. I call it Sydney Suburb Monopoly		the evenings instead of consuming wine at home.
37	Great to see the council playing a role in this. Part of the key here is education. our school system would be a great place to start. Northern beaches has its own cultural elements that need to change and shift for a better safer place to live and love.	This is great, any initiatives to help migrants find out about local programs and ease them into these activities is so valuable. It is good to for them to expand their horizons. I would of never thought my 20 year from greek heritage would be an avvid surfer and go through the nippers program for over 10 years.		Education for existing locals. Add in cultural elements and learning...e.g. unfortunately we have an alcohol problem on the northern beaches. If we are talking about a safer community that isnt just related to our backgrounds/race. The plan should not be draft in isolation of other community efforts. Education is so key. I was born in Manly hospital in the 70s, although I was from a family with greek heritage my mother come to Australia at the age of 7. Fluent english speaking household. my primary school enrolled me in ESL classes .. kind of crazy because I spoke 2 languages. That didnt last long. Years later, when enrolling my children in kindergarten at a local primary school I was asked if my daughter (2nd generation born in Australia) needed ESL language classes.

No.	Do you have any feedback about Direction 1?	Do you have any feedback about Direction 2?	Tell us why	Is there anything you think we have missed in the plan?
				The bias was mind blowing. She could not only speak and read english better than her peers they didnt even bother to sit down and talk to her to findout. We need to teach our teachers... just because one kid doesnt have blonde hair and blue eyes doesnt mean a 5 year old cant speak english. Probably not an easy one to fix in 5 years - however, hopefully this story provides some insight that will put some real meat on the bone in the plan.
38	Yes this is important but how will we do this without segregating communities who do not want to be flagged as separate? A lot of these communities are very family and community focussed so anything that we do must be able to include families and not just individuals. Will we go into schools and start to educate the kids and how can we access different sports and events to make sure we include everyone. Often it is also a language barrier too.	We must include families in these discussions and make sure these communities don't feel like they are further segregated by highlighting them. Include food or performances which will open the culture to others will be helpful		Who are our target? How will we measure this?
39	Great direction is welcoming communities	That's what anyone in the world would wish for - to live in safe connected community		
40		This is a helpful direction. It would be useful to consider where in the Northern Beaches diverse cultural communities are placed, and if there's a range of experiences for people depending on where they live in the beaches. eg. it may be different for people living in Dee Why (greater density of people, and likely more diverse) compared to other areas of the Beaches... and what that means for council's approach.		Greater emphasis on schools and sporting clubs (they're mentioned)... and what a more micro approach might look like to make cultural diversity an integrated approach, rather than something that gets celebrated on occasions.
41	Totally support diversity			
42	Not sure I will observe more when out and about in community ., Don’t see any Higabs at beaches ?? why I see them in the sts . Shopping centres .	This is most needed.		
43	I believe we have a fairly diverse group of people within the Northern Beaches, however the public sphere doesn’t really seem to accept and celebrate them. An effort to create more community events would help curb this.	Getting people involved with the community, from all facets of society, would help to achieve a more lively atmosphere on the beaches.		
44	Yes. See attached document. Major errors need correcting. https://hdp-au-prod-app-nthbch-yoursay-files.s3.ap-southeast-2.amazonaws.com/7717/0564/5473/Multicultural_Inclusion_Plan_-_PTFeedback.pdf	Yes. See attached document. Major errors need correcting.		Yes. See attached. Major omissions need correcting.

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45	what does that actually mean. Is there to be a party to celebrate whatever that means. I thought that were are ""Australians all let us rejoice, For we are one and free;	So how will the council actually ensure that I feel safe? This looks like itwill be another one of those " we have a policy " for that BS	where is the draft plan??	where can i acces the plan
46	Love it	Yes please		
47	Yes, as someone who was not born in Australia, this has not been my experience- especially with the parents at schools or extra curricular activities. It's a good sentiment but not sure it will happen.	As per the previous point - a good point but not sure it will happen particularly with regards to people who have been born on the northern beaches- they don't appear to be community minded at all unless you have been born and raised here.		Good luck
48	I love this idea. How will it be reflected. What events can be held to showcase the diverse cultures and how have they contributed to making the beaches a great place to call home. More stories on how cultural groups for example are helping our communities in council websites. Asking for contributions from individuals with great feel good stories to tell.	No one left behind. No one excluded. Finding ways to connect through art . And cultural fun events where aspects are shared in a fun way with everyone participating and enjoying themselves. Outdoor dance or music events with proceeds going to development of community projects.		Asking individuals how they want to contribute to an inclusive fun and giving community .
49	One of the best ways of inclusion is representation. I thought the effort in employing more culturally diverse people in Council workforce was a good action item. I would also consider any marketing material for the Northern Beaches represents diversity and has People of Colour in them. Given the unique population of Tibetan & Nepalese groups on the Northern Beaches, could we put effort into substantial annual Tibetan/Nepalese festival.	Ensure community workers, like librarians, health workers and life guards, undertake cultural competency and anti-racism training. I'm not sure if it exists, but offering free-of-charge swimming lessons and beach safety lessons to newly arrived migrants might be worthwhile.		I think it's a valuable incentive. I have offered suggestions in my previous comments.
50				Firstly, congratulations to the council on the multicultural inclusion plan. Secondly, I'd like to address the fact that Portuguese is the second most spoken language on the Northern Beaches, unless I misunderstood the draft plan. [redacted]

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				I'm eager to volunteer and make Portuguese more accessible to those interested, and I'm also seeking educators to assist with my adult literacy project for English as a second language speakers.
51	The idea is based on a lefty false narrative. The majority of the northern beaches community has always been on the right of politics, & those people who've made the northern beaches a great place to live don't ask for anything from the council.All we want the council to do are the basics as it promised & then be quiet & invisible to the community. It's immigrants that are always wanting free stuff from governments. The northern beaches community are the silent majority who are against the lefty stuff that the council tries to bring in. If you are serious about being part of the northern beaches community, then stop this rubbish!	PLEASE: for the good of the community, realise that it's the people that you're giving free stuff to that causes the majority of the problems. The Northern beaches culture - has never needed bullshit 'safe spaces'.	I have!	Yes - stop wasting our money on this rubbish!
52	They're both good objectives, but I don't believe it's the council's responsibility to actively encourage the celebration of other cultures. By all means provide the facilities for people who wish to celebrate something but you don't have to honour of your way to make it happen. I say this as someone who's born overseas.	I feel perfectly safe and included but I have also always focused on assimilation, rather than holding on to my own culture. If I wanted to live under Dutch culture I'd live in the Netherlands.		I think it's always good to provide options for people to celebrate their cultures but in my opinion those options are already available. There are many things council can focus on to improve liveability for everyone on the beaches, focusing on cultural celebrations of a relatively small minority is arguably not the best bang for buck.
53	Certainly NB is a culturally inclusive place with plenty of cultures represented.	Generally everyone feels safe culturally but as I am British and not from ethnic minority I can only reply for myself.		
54	I think it is great to see that council is making an effort however I think the narrative is too broad and very generically written and therfore clear outcomes won't be achieved. On the upside I am of the opinion NB council is already very inclusive and so are the NB.	I think the key to inclusion for families is through kids activities such as sport. Migrant families tend to have lower incomes and therefore their kids aren't able to participate. Even for a simple sport like soccer a family with 2 kids is $700 out of pocket just for registration not including a coach for training. On top most activities require a car since we have next to no public transport other than a bus to the city and back for work. To creat a community we need to cater for all not the wealthy 2 car family and ideally a not working parent to drive the kids around. We need affordable and accessible sport and creative activities, we need public transport and bike paths, we need places where teenagers can meet and hang out. This is the key to integration. Maybe NB council could		I don't think you have missed anything in the plan. The plan is addressed too much and therfore I feae there will be no tangible results.

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		work with local clubs to achieve inclusive and affordable for all kids, teens and adults activities. Council already organises a lot of events which people tend to attend with friends and therefore aren't achieving inclusion.		
55	In addition to respecting and honouring Australian laws , traditions and customs.			Yes emphasis needs to be placed on respect for Australian values and traditions.
56	This would be great to do on the northern beaches as there does seem to be a lack of understanding of other cultures by residents	Helping educate locals about how they can actively help people feel welcome in this area and safe as currently I don't always feel that way.		
57	Unity in Diversity - a sense of oneness	Home away from home		Nope
58	This is a good baseline for creating an inclusive and welcoming community. Are there also additional supports that can be offered to public schools welcoming migrant families. It would be great if schools had the capacity to be used for parent evenings, language lessons, additional tutoring services for migrant families and so on.	I like all the ideas! The most important thing to offer migrant families is security, safety and support. It would be good to ensure there is community access (in all languages) to where to receive food boxes, financial aid, transportation, community groups and so on. Local libraries do an amazing job. Public schools could also offer more opportunities to participate in the community for students and parents with additional grants to support their initiatives.		
59	Have more multicultural food options available in Manly area at affordable prices to cater for a diverse community.	Have more buskers, promote B&B swim to the public, promote surfing lesson shops, promote life saving workshops - to help people understand rips and currents, promote beach umbrella/cabana rental shops for people who want to relax in shade on the beach, promote the manly to shelly walk as well as the spit to Manly walk, north head Fairfax lookout walk and Manly wormhole walk when people get off the ferry so they can decide what to do depending on different days or weather conditions.		Celebrate multicultural calendar events- eg. Chinese/ Lunar New Year, Eid, etc.
60	More social housing for people not Uber rich to be able to live in the community their children grew up in where their parents work. Especially indigenous peoples and people with strong ties in the community.	Sounds good. Breaking down the barrier and class systems between rich and poor. Making houses and apartments homes agains. Instead of investments. Banning politicians who own "investment properties" to have any say on legislation around housing tax breaks. Etc		
61	I like the Direction 1. It is a good first step.	I like this Direction 2 as well. Not sure what the current statistics are, but would be good to have multicultural representation, at senior leadership level, on the council as well.		Making senior leadership multiculturally diverse.
62	Incorporating the beach culture in the world of diversity. Food trucks, market food stalls with different food by the beach	A hall type of place with scheduled activities, meals, networking from different cultures		

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63	As long as diversity in physical and mental - not just place from.		Just more lip service.	
64	Very exciting.	Great to hear that. We already love living here. People are really friendly and helpful.		Yes, monthly meetings or events where people from every cultural background should gather to know each other more.
65				There are many vague “actions” such as “explore”, “support”, “consider”, etc. I would have liked to see more concrete actions with clearly assigned budget figures and rationales for how these actions will deliver objectives.
66	Particularly include welcome from traditional owners of this land	Ensure all dogs are onleash and under control. Education about sharing footpaths.		
67	Agreed	Agreed		How will it be implemented?
68	To be honest I only feel welcome as a foreigner because I am white and blend in. If I look around of the beaches I see people that look the same, dress the same and think the same. I think Northern Beaches tries to be welcoming but I don’t see it translated in the community.	I would love to have more say in the community but I don't have a clear pathway to connect and inspire. I think maybe if I have children it would be easier to make connections on the community level. I had to start my own Sydney wide bookclub because I could not find like minded people in NBs		I could not find how this research how the NBs will continue to reach people that are not associated with cultural leaders in the community, i think that is very important. And i would like to say that please make all these plans WITH people that you are trying to help. That means continued research and evaluation throughout the 5 years this plan will be worked on. I hope the team that will be working on this whole thing is diverse as well, if not, bring specialists in Inclusive design.
69		I agree we need to feel safe and connected		No
70	People come to Australia because we a democratic country. As long as they work hard pay taxes and don’t get cause trouble, I couldn’t care where they are from.	Yes that is probably the case on the Northern Beaches not so in other councils.	Waste of money	If you have money to spare support your local multi cultural schools DYPS and Brookvale PS so children new to Australia appreciate our values while still respecting their country of origin ones.
71				Single parent families
72	id feel welcome if the whole community would be educated about other cultures and learn how to be more understanding of different ways of livinf across the world.	Spaces would need to be created - maybe a multicultural centre? - where it could have events from differnt communities to the general population. Ex: indian dancing class. Polish cooking event Thai craft workshop Storyteling about folklore		

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73	Yes it does to some extent. I have celebrated Chinese New Year here. And there was an Aboriginal mob fortnightly meet up, but that stopped. Actually, that was not ran by the council. But the Jan 26 Bush to Bowl one was perhaps? I'm not sure.	Yes I guess so. I'm not sure council has anything to do with that though? Is that just the locals?		I have not seen the details of the plan to comment… did I miss something?
74	I think the first step is to acknowledge and that is definitely what you are doing. Acknowledging that everyone can express the cultural diversity. But to make these people fell more welcome and belong we must advertise this to the community showing that we accept everyone no matter their background. By having a community that accepts and celebrates everyone for their cultural background is a significant step to creating a stronger and better community.	I think to make everyone feel included in community life, you could hold festivals or workshops to make people recognise people that have different cultures or a different background. When people know more about others that are more likely to want to help and include them in other activites, they have just got to be known to be included.		The idea of a multicultural plan is great, it will make many people who might have moved to Australia feel much more included and just in general feel safer.
75	This is a good idea because our country Australia promotes multi cultural and diversity in our society. As part of the Council, it is important to support and promote this value in our suburban.	This is important for everyone to feel safe, connected and included in community life. This helps to promote an environment to live peacefully and feel safe. It helps in serving each others like assisting elderly in the neighbour, as we all share and live in the same suburb. One more, it helps for everyone to understand different cultures. Also, it can stress on Australia values to educate new migrants, bringing balance for local and new migrants		
76	No one Is welcoming me. Too What ?	I do not feel Included In your diversity.	It divides Australians Into diverse groups.	Yes, you have forgotten the majority of white Australians, and diversity means separate groups, Instead of we are all Australians.
77	???	???	we are being taken over slowly slowly	n o
78	This is a complete waste of our council rates. How is this even a problem that needs to be fixed?	This is a complete waste of our council rates. How is this even a problem that needs to be fixed?	This is a complete waste of our council rates. How is this even a problem that needs to be fixed?	Yes, that it is a complete waste of time money and effort for a problem that does not exist outside of the minds of the click bait media and obviously this council.
79	No problem. But awareness that joining and participating in the local community is essential and not expecting others to change their beliefs or behaviors to adhere to yours is required.	As above applies.		Following any of the UN sustainable development goals is not supported. The organisation may appear to be largely positive, however their actions globally are awful and given they are pushing for globalisation and one world government, they are not be trusted or supported. Regarding diversity hiring - how about just merit based hiring? Radial theory but just employ the

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				best person for the role. Regardless of racial, sexual, gender or whatever. If they are black or white, LGBTQ etc or 'cis' - why does that matter? This is largely an empty woke document crammed with largely meaningless bureaucratic marketing speak. It's a shame that our tax dollars are wasted on this when there are so many other worthy useful projects that could be carried out to truly support the local community.
80	waste of time and funds. we are already an enormously inclusive and welcoming community. I am what you refer to as 'multicultural'. there have been no barriers to my settling or enjoying this community that can ever be resolved by council.	get more police on the beat so EVERYONE is safe. some people of every cultural background choose not to participate in community. you should get out of the transaction, we don't have any existing problem. try reducing the costs at kimbriki, get the roads fixed, make more housing available,	you are creating a problem that does not exist, just do your job	a reality check? fire the liaison officers seeking to justify their position with this ludicrous project please and spend the money on just being a local council fixing roads, bushland, making housing available without excuses or obstruction, allowing businesses to open in industrial areas without exorbitant fees and time periods associated with compliance, maybe not seeking feedback for forgone conclusions wouldn't help either.
81	I disagree completey. We are one country so we should act as one, and not diversify into splinter groups	I agree	The woke world we are creating will be a disater that can't be unravelled	
82	This is important to ensure all community members feel welcome and have opportunities to live their beat life and be successful.	Everyone should respect others and act in accordance with local regulations		Australia is a democracy and I agree we all need to have respect for each other, and feel safe to live and express our views and be able to live our best life. We do need to be very careful with this plan - anything related to 'anti racism' and targeted % ethnic council workforce. If a job is needed then the best person for that role should be selected based on merit 'meritocracy' and not merely to achieve targeted race % levels. The risk of deviating from meritocracy 'affirmative action' runs the risk of

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				poor productivity outcomes for the broader community. Additionally there should be no inclusion or wording in any plan calling out 'white privilege. Such wording is racist against white Anglo saxons and can spur divisions not inclusiveness in the community.
83	Being a 50+ year rate payer in the council area, I object that this council has taken upon itself to meddle in business that is not which you are employed to do. We have State and Federal governments that are responsible for State and National issues that you want to get involved in. Stick to kerbs, gutters, waste collection, swimming pools and libraries.	See comments for a direction 1	It's not what I pay rates for.	
84	Good - language is inclusive	Good - clear		
85	Enough with the welcomes. If we are indeed all equal then why are we thanking one group? We live here too. There's no need to thank us. Just be one of us. There is no need to endlessly thank the indigenous. They are Aussie too and by giving them special treatment it is not equality. It's racism. People know it's disingenuous, especially the indigenous. So enough.	Agree in full as long as Australian culture is not over shadowed by a more dominate culture.	It's fine to detail the objectives. Let's see the execution.	Yes, how can the Australian culture be better displayed both indigenous and the rest of the melting pot, as all Australians. It is Australia and so our culture most be front and center at all times.
86	Great initiative to integrate all community members Festivals, food events and events in general help to achieve this purpose	NB in general is a very safe place to live - feels you are on a permanent holiday as the scenery is so beautiful		
87			Waste of money	
88	More Indigenous consultation	More awermess at Northern Beaches Hospital and cultural triangle on Indigenous issues		
89	I think it's extremely important to help the community in creating multicultural events, such as food festivals based on ethnicity, and music festivals that put the focus on different cultures since the diversity in the NB is so big.	Creating those activities above on a yearly basis will help making all residents feel comfortable to be who they are and brig their traditions to the area so others can also learn and be introduced to a different part of the world, without actually go on a plane!		
90	I support this direction as I think interaction between cultures is by and large a good thing and a conduit to understanding. By celebrating cultural diversity, I believe the Northern Beaches community will be less separated. It will also create more compassionate and accommodating people who are more sensitive to cultural differences and instead respect them rather than dismiss or ridicule them.	I also agree with this direction. Connection is an antidote to cultural division. This will also lead to a safer community.		No, I think distribution of the plan is the most important thing. In addition, I think educating the community, especially young people, about the role of the council and the benefits of community participation will pay dividends for our collective community health.

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91	Yes - definitely welcome diversity (I have a mixed cultural background and have seen the changes over the last few decades) - but don't lose sight of our unique cultural identity as beach and bush loving people who love the outdoors.	Yes. But please don't go over the top with LGBT paraphernalia or making things all about First Nations peoples - it doesn't come across as genuine when corporates do it, and councils need to trend carefully. We are all equal here on the Northern Beaches. I don't need special pandering as someone with Indian, South East Asian and British ancestries.		-Focus on helping people learn English instead of just making things available in different languages- the the common language that helps people be part of the wider community. - do not dilute Christmas and Easter - call them by their names. Happy to introduce other cultural events, but don't dilute the Christian events.
92	[redacted]			
93	It would be great if the old manly council chambers was used as a welcome hub which celebrates diversity and cultural experience, though art and music and a venue to hire.	It would be great if there we more cultural festivals highlighting the different communities we have eg; Italian IT festival, French FR festival or even a multicultural festival celebrating all cultures or have our own Mardi Gras festival - all these involving arts and music and food		Access program for those with disabilities should also be included weather hearing impairments of physical disabilities or other needs.
94	When did Northern Beaches not celebrating for diversity and cultural expression? This should be encouraged organically, not council driven.	NB is quite literally one of the safest place in Australia already.	It should be done organically, the "plan" was never need and no one ever asked for it.	Plan is unnecessary, just a way to put money to your consultant mates' pockets.
95	Currently is primarily Anglo-Saxon Aussie. Better connectivity by express buses, road, light rail or trains and more job opportunities might change this	People feel safe mostly but unsure if feel included in community as people who are not part of surfing culture may not feel as included.		Better infrastructure and connectivity will help bridge the gap
96	The northern beaches welcomes diversity, it isn't inherently gate keeping the area from multiculturalism however I believe there are large demographics within the beaches that don't celebrate diversity. While people are allowed to hold their own opinions, racism, as across all of Australia, is still prevalent and that can result in closeted racism or a lack of understanding public celebration. While I accept this is an anecdotal point, I can't name a multicultural celebration that has occurred on the beaches. Activities such as the recent food truck event at Lionel Watts oval welcomed various cultures but there isn't specific cultural celebrations embraced by other ethnic groups aswell beyond what is a primarily Anglo celebration	Safety varies across the beaches, areas such as Mona Vale and Dee Why compared to Palm Beach or Davidson/Frenchs Forest exemplifies the variance. While "safe" areas are generally so due to socioeconomic standing it's clear larger pockets of non-Caucasian people are in areas that are poorer however those areas may have a greater community aspect due to the variety of cultures.		No
97	I would support this with welcome packs and/or a directory outlining what services are available within the community to specific multicultural groups and also what law enforcement is there to protect everyone including Police, legislation, etc and also include LGBTQA services, D&A services, DV services, Centrelink, etc. Also, I think we should have an ambassador for each different group that can act as a go-between, interpret, etc.	I think this should be demonstrated with invitations to the community to attend events celebrating multicultural groups and their customs, culture, etc. Eg, for Australia Day, we have a Giant Sausage Sizzle in the Corso, for ANZAC Day we have our formal services and then free beer for all Diggers, etc.		More advertisement of it and then actions to evidence that it is being facilitated, not just words.

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98	Love love love. Makes me proud to be on the beaches.	Hits the right tone. We all want to belong. We need to feel safe.		Implementation. How are you gonna keep yourself accountable?
99	I like this.	Inclusion - A place where everyone feels safe, connected and involved in community life.		
100	I strongly support this. I am a local resident and an Early Childhood Teacher who has taught in the [redacted] Community for 14 years. I have taught children from many, many different backgrounds and I believe it is extremely important to celebrate diversity and to be welcoming to anyone from a different background. Inclusiveness is the key for a positive multicultural inclusion plan.	Participation is very important within our community. All cultures should be valued and celebrated. I strongly believe everyone should feel safe, connected and included within their community. I myself was born in South Africa and moved to Australia as a child. Australia is now my home. As a teacher, I am always teaching children that we may have different cultural backgrounds, like myself, but we all belong. We are one, but we are many.		
101		Regarding Direction 2, outcome 7, 7.1-7.4 council should have easy ways for people from multicultural backgrounds to join the committees. Currently its not clear how those community leaders were elected, who they are and what they are saying in council meetings. The pdf says 120 people from multicultural background were spoken to in developing the plan. I would like to participate in such discussions and represent my cultural community but there is no information on council website or emails on how to get started.		Reaching out to more people to represent their cultural community instead of keeping it a behind-closed-doors excercize. There is not enough openness in how the community representatives were recruited and how new people could join these committees to represent their communities.
102	Under Outcome 2, I think it's worth considering not just programs that highlight the impact of discrimination, but actively direct people to if not host programs to train people in identifying and managing incidences of discrimination. This could start with training for businesses. For example, Outcome 2.2 refers to internal procedures for Council social media, but how can Council support businesses in the cases of both offline and online discrimination? How can we empower people to de-escalate potentially harmful situations?	Direction 2 has a lot of excellent goals. Any resources or best practice that the Council adapts for itself or for the LGA generally, I think it'd be great to share those resources with local businesses. For example, Outcome 4.1 on key communication guidelines and Outcome 6.1 on Multicultural Engagement guidelines could be shared with local businesses so that their engagement with the wider community is just as robust as Council's.		
103	I am pleased to see this initiative but large groups are never included on the Northern Beaches. I was born in Egypt and came here at age 3. I have lived on the Northern beaches since 1982 but I have never seen any reference to the Arab culture or language. I feel that there is a bias against people from the Middle East and I feel this very much. Other minorities such as Asian and Indian are always provided for but not us.			Yes. Us. Include something for the Lebanese, Egyptian and other Middle Eastern communities.

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104	Great! Would love for NB to be more welcoming! What's the plan?	Would love it if NBC set up to events to celebrate public holidays/festivities from other countries, Manly has a large Scandinavian community for example and I wouldn't mind if we celebrated, midsummer and/or crayfish party (Sweden) or 17th of May (Norway) or Fastelaven (Denmark) or similar. From other countries too, I just don't know their celebrations very well to have any appropriate suggestions.		Please see previous note
105	This direction is wrong because it separates the community. Cultures from aboard must integrate into the host culture (not the other way around). We should celebrate our common culture, not our separate cultures. Any celebration must be centred upon what unites us as one community, not on any aspect that may single out a difference. Any celebration of different cultures from aboard should be driven by the host culture "welcoming" people from abroad - not people from aboard creating a special enclave within an already establish culture with a long history. I'm old enough to remember when Italians were the new immigrants, and the directive at that time was to welcome them as "new Australians" not encourage them to retain their culture from aboard. This precedent was very successful because Italians are now an integral part of our culture and they don't consider themselves as separate (many of my friends are Italian - the only time it shows is when the world cup soccer is on).	This is a better approach. Multi ethnicities united as the Northern Beaches community would help to make everyone feel safe, including people from the host culture.	Two Reasons 1) Council's role is not to "Champion" diversity. It should be to champion one common family or community of all peoples as one. 2 There should be one Common Language because language is the uniting principle of every community.	The plan lacks the priority of INTEGRATION - instead it focusses points of segregation and encourages ongoing segregation by enabling different cultures to remain different instead of integrated into one. The plan also lacks prioritizing the host culture which established the Northern Beaches community and gave it its distinct character. It emphasizes the "multicultural community" instead of the "community". The host culture is missing from the plan, and empowering people from abroad to integrate by teaching them the common language of the community needs to be elevated.
106	Too much peacock not enough synthesis Cool, you're from such and such place that has so and so traditions. Nice to learn about sure but what is that motivating you to do in the community? How is that reflected in your conduct and why is it something we should all embrace and participate in? Frankly I'd love to see any form of cultural expression other than piles of white people getting day drunk at the breweries Yknow whats a [redacted] excellent piece of culture we should welcome and celebrate? Sikh temples feeding anyone who rocks up with no questions asked and no proselytising. Yknow what's not? [redacted] as an extreme example.	We're insular here. This is a good goal, sure, but the emphasis should be more explicitly on encouragement to participate rather than connection or inclusion. Setting up a stage at the end of the Strand is cool and all but if I rock up with 5 friends there you can almost guarantee I won't properly interact with anyone but those five people You give me activities to participate in, or activities my extended community participates in, and I'm way more likely to rub shoulders with people from other cultures. I've got neighbours who I've said all of 5 words to in 10 years. What am I gonna do, go and start speaking to a group of 5 strangers speaking Hindu out of the blue? Make me participate.		Not all diversity will be easy or palatable to celebrate; common ground is important, and the greatest value in common ground is seeing where someone has reached the same answer as you despite a COMPLETELY different starting point, methodology, and philosophy. We're too siloed in our isolated social circles to be convinced of unity, or to celebrate divetsity, via mere displays - we need participation, we need synthesis, we need new shared traditions. Like tomato in Italian cuisine, electric guitars in folk music, or the jazz drumkit

No.	Do you have any feedback about Direction 1?	Do you have any feedback about Direction 2?	Tell us why	Is there anything you think we have missed in the plan?
	So, I suggest Council amends Direction 1 to include a caveat - celebrate diversity and cultural expression, sure - but only where it advances our social, economic, and cultural outcomes in the community, and not where it fosters division or controversy. So why aren't we getting all the italian nonnas to hang out with the sikhs at dee why beach for the day and just feed half the peninsula?			You want a melting pot? You'd better be cooking something, or it's just going to be a bowl of gentrified slop.
107	Apart from individual festivities we should have an international food market	Just to say hello to your neighbour and don't assume they are different and unfriendly. A good example is I suggest to a friend to give a card to her neighbour for Chinese New Year. The lady was so touched, she invites all 6 of her neighbours for Chinese New Year tea. Take the first step before judging		
108	Celebrate is a strange choice of word. "Celebrate" inevitably results in polarisation of cultures and will setup negative attitudes to those being treated "differently". Be careful what you ask for.	I would assume this is a baseline for all individuals.	No-one lacks opportunities based on their background. What you're doing is introducing intentional and careless discrimination based on cultural background when hiring staff into the council.	Remove the hiring discrimination immediately unless you want an entire generation of people to feel discriminated against when applying for roles, based solely on their cultural background. You will end up with an underperforming workforce if you don't hire based on competence and instead attempt to hit cultural "targets".
109	Currently it doesn't feel like this. Our teenagers have all been bullied at their local Highschool because of their ethnic background, and so have their friends with dark skin, who get thrown the "N" word at them often. Very disappointing. Hope this new plan educates the adults (parents) into more inclusive ways of being so they can pass it on to their children.	Coming from a diverse background and living in the northern beaches is quite hard as the popis mostly white. It doesn't feel that safe to be honest. When people think of celebrating our culture, they just appropriate and use our traditions as Halloween costumes. Again, disappointed. May this plan bring hope.		Opportunities for community art, like murals where artists from diverse backgrounds and their volunteers get to create the display. Celebrations of multicultural food and stories too
110	What is the point of this total waste of money. I don't understand what celebrating diversity and cultural expression even means and I am pretty sure you guys don't either. As soon as they start celebrating Australia at local Councils in China and Iran then I will be all for this nonsense.	And your plan will achieve this how? What nonsense if foreigners didn't feel safe here they wouldn't come. Half of them are here only because they want to feel safe your document does nothing to enhance or change that feeling one way or the other. The Council has delusions of grandeur in this instance.	Waste of time and money it is completely meaningless dribble. Fix the roads around here they are horrible. Stay in your lane and stay out of the cultural identity politics game.	No it is perfectly woke meaningless nonsense just like you planned so you have done well.
111	Multiculturalism, while seeming like a good idea, has failed around the world in every country that has tried it. We should embrace newcomers but they must also embrace our way of life and official language.	Multiculturalism, while seeming like a good idea, has failed around the world in every country that has tried it. We should embrace newcomers but they must also embrace our way of life and official language.	Multiculturalism, while seeming like a good idea, has failed around the world in every country that has tried it. We should embrace newcomers but they must also embrace	You have not provided any proper studies of how this has worked or failed in other countries.

No.	Do you have any feedback about Direction 1?	Do you have any feedback about Direction 2?	Tell us why	Is there anything you think we have missed in the plan?
			our way of life and official language.	
112	I would like to know the cost to put this plan together? I am a ratepayer and I'm sure all reatepayers woulk like to know the answer to my question. Is there anywhere in council communication that lets us know what each and every plan costs. Our rates are not meant to cover these types of community work.	That's a stupid question. We are not a crowd kindergarten kids.	None of our business. Organisations already cover assistance to newcomers.	no comment
113	use the PCYC to have sunday afternoon multicultural inclusion welcome gatherings and share something we love about our cultural heritage?	More day groups for women to share art/craft/song/music/cultural values ect.All ages. Social worker ect. volunteers to help make connections mnthly.		an online connect group to arrnge short walks for women with a council volunteer?
114	We believe that the Northern Beaches community is diverse and we welcome that the council is encouraging immersion of Spanish and Portuguese speakers	Needs more work to have the council officers and health centres being bilingual in particular Spanish speaking and expand the community social gathering		The council needs to employ bilingual staff and celebrate the diverse community of the northern beaches Ideas for English as a second language speakers includes: Health information / Australian social services/ how to access/ employment services Cooking classes Book club Art class English lessons Information on technology- how to use
115	I belive that the multicultural community in Northern Beaches will benefit by incrising the involment and presence towards activities and community events.	I believe that we need to work more in feeling connected and included. This will impact in the wellbeing in the community.		
116	I think accepting and acknowledging multicultural groups comes from educating the children at school. Local schools and private schools can introduce the importance of other celebratory dates. In Avalon this year, no one even knew when or what the Lunar New Year is. No restaurants celebrated, or featured any specials. I think Singapore is a great place to learn how it's such a multicultural celebrated country.	Since moving to the Northern Beaches, I've had mostly children say racist comments to me as an adult. And my children have had many incidents from school and sports activities like local Soccer and Touch footy. So start with schools and the Community Recreation Centres. Sushi day, Papadam snack days.. small little introduction to the children as they then take that experience home to introduce it to their parents. I've always had my kids' friends make their own sushi when they come have a play at our house. How about Cultural Food Festival in Avalon or Mona Vale? Or suburb focussed fair - Cabramatta Fair? So councils could exchange experiences. Asian art gallery/exhibitions - celebrating unique art like wax painting (Batik painting) and so on.		Implement cultural diversity with learnings at school, libraries, community centres, from as young as Kindergarten.. more books, comic books, stories, myths etc. Incentivise Aussies to take up the different languages. For the older generation, council could introduce cultural events/activities in the monthly event calendar - cooking/food discovery, food distribution to the needy. Learn about the culture differences. Multicultural food specials at the RSL.

No.	Do you have any feedback about Direction 1?	Do you have any feedback about Direction 2?	Tell us why	Is there anything you think we have missed in the plan?
117	There are various parts on Northern Beaches that do not show celebration of diversity and cultural expression e.g. Avalon, Newport, Palm Beach. To celebrate diversity and cultural expression can be done by doing following more often and widely all over northern beaches: -Celebrating various festivals openly in the suburbs, having banners around the suburb of this celebration; getting schools involved in doing the same. - Having more multicultural shops, resturants and clubs for people on the beaches and having stalls of food specific to each country various times of the year - Showing movies or entertainment for children e.g. puppet shows, movies that are from different langues - Inviting various people from cultural background to share their cultural things at an event -	First of all find people from similar cultural background and connect them to form a group that can then get involved in all sort of volunteering work taken on the beaches. Secondly, go to schools/shops and identify community/parents from multicultral background and invite them to help plan for the year in multicultral activities Third, allow the use of council places for community to celebrate their cultural activities, weddings etc Involve community from main stream culture and multicultural background together to do activities e.g. music shows -fusion		Most of your 'Actions' for 'Outcomes' need to be SMART. EG: Council will host multicultural movie nights 6 times in an year at Manly, DeeWhy, Avalon and Palm Beach EG: Council will celebrate festivals from various counteries once an year when they occur world wide at Manly, Dee Why, Avalon and Palm Beach such as India, China, Denmark, etc EG: Council will make contact with community from multicultural backgrounds via consulting with schools, local shops and clubs within 2 months to form a consultation group to identify cultural activities etc The Multicultural Plan is a very high level plan which does not show any specific action that the council will take in order to promote multiculture within NB.
118	I applaud it.	We have so much to learn and enjoy from other cultures		Perhaps inviting people from other cultures to educate us on their traditions, cuisines and history.
119	In view of the statistics, the cultural diversity of the residents of the Northern Beaches has been demonstrated, so it is extremely important that the Council develop projects and implements actions to reduce cultural distances which the ultimate objective of integration between individuals who have chosen to live in this regions.	When examining the numbers I was able to observe that 15,6% of imigrantes have Portuguese as their native language and that 11,5% are Brazilian, so I consider it important that language PORTUGUESE (BRAZILIAN) BE INCLUDED IN OFFICIAL publications, so that this legion of Brazilians can access and fully understand official content in its entirety .		
120	The traditional should always be included and welcome. Excellent goals, I would really be interested in the explicit plans of how you plan to achieve the objectives you want. I also feel that regular updates on how far you have come to achieving these goals and any future adjustments aimed at improving these results.	All people should feel safe and welcomed in their neighbourhood and country. Bigotry of any kind should not be tolerated. Good will is not enough to make people feel safe, connected or included. What are the actions to be taken to ensure the safety of those who feel marginalised. No one should fear wearing items of religious significance or cultural identity. How are you planning to connect with people who may not speak the same language or have the same understanding as the majority? What plans are being put in place to include marginalised communities and make them feel wanted and needed?		I would like more detailed plans so I can judge how goals are being reached.

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Appendix 2 – Verbatim comments from Your Say photo board and emails

Photo Board Submissions

Photo and title	Post
 **My family celebrating Diwali**	My beautiful family celebrating Diwali 🪔, we moved to Northern beaches couple of years ago to live near water. We absolutely love the beaches and enjoy our regular walks BBQ and bush walks. This pic is from last year, when we were celebrating Diwali at our home in Belrose.
 **My 91 year old dad Bala supporting Manly Amnesty International group**	My Dad has been working for peace a long time ! First photo Manly Amnesty International Group taking advantage of the autumn sunshine this week to sit outside and write 20 letters between them to government leaders and judiciaries in Uganda, Israel, Iran, and the USA.

 **Summer swims in Collaroy rockpool**	We moved to Northern beaches in 2018 from Sydney Eastern suburbs, joined Collaroy swimming club, won a perpetual trophy for the Parent& Child relay 2 years in a row! Joined Collaroy Nippers, my daughter Maiia been a Gold champion in her age group for several consecutive years for now. I earned my Bronze medallion a week ago! Looking forward to patrolling our beaches, so everyone can enjoy them safely. We love ocean swims, always participate in the Ocean swim events, ran SunRun in 2023, train weekly with Running stars in Flying fox park, Mona Vale, beach runs in Dee Why. Nippers board training sessions, outdoor yoga, swimming in Warringah aquatic centre, hiking our beautiful coastal walks, swimming in the rockpools. Witnessed bioluminescence this season at Manly! Our world is big and open, rich and generous, we want to pay back being responsible, joining community beach clean ups, recycling stuff at Kimbriki, planting an edible garden, giving our time at the Community gardens (Newport, Nth Curl Curl). My daughter goes to Narrabeen sports high, they do Marine science elective, so they they get to spend time learning local marine life, visiting tidal rock platforms, I'd recommend anyone to look for CEC excursions. As part of locals Belong club I do nature walks in Narrabeen lagoon, Warriewood wetlands. We bike our lovely bike trails, watch pelicans and black swans. Night torch tours around Manly dam are just great educational journey for families. Our community is very responsive, inclusive, I felt so welcomed from my 1st days in Northern beaches, thanks to all the clubs, including library, running events for families, authors meets. Big shout out to a Northern beaches homeschooling community, SongBird sisterhood choir, Narrabeen Tramshed pottery classes, Manly Art gallery, Historical society of Northern beaches with their historical walks and many-many more wonderful people - our neighbours with big hearts and open minds. Thank you all!
 **Singapore hawker food - a common language that bonds a nation**	Singapore hokkien noodles and stir fry vermicelli with five spiced meat rolls. These are a few of my favourite dishes that I deeply missed. Chatting with my loved ones in a warm, humid hawker centre with the familiar sounds of sizzling oil and woks clanking over hot gas stoves, is an irreplaceable experience I treasure while living in a country I might never fit in.

Email Submissions

Comment no.	Comments via email
1	Very much appreciated. I have been subjected to racism since I moved to the northern beaches several years ago, I am English, as are 961,370 of Australians, the highest minority group. I hope you can include all nationalitity as we are often forgotten in this subject I feel its important to bring ALL on the journey, and to promote the benefits to all of a multicultural society
2	XX XXXXX, [redacted] [redacted] I was so excited to see the Multicultural Inclusion Plan, and also see the photo wall (which is how I was planning to procure a lot of the images from willing participants) on your website. My idea is to create a beautiful book full of images and accompanying paragraphs (a quote, or a snippet of an interview, or I can write a paragraph to encapsulate their story) to firstly give human faces to the statistics (wouldn't it be wonderful if we could get a photo to cover all 123 identified ancestries!) and also to give the participants the opportunity to share the positive aspects of life in the Northern Beaches. It's an opportunity to show how multiculturalism can and should be woven into society, and how beneficial it is for everyone. The book can be made available for purchase, with part proceeds going towards infrastructure/innovation/education etc to benefit diversity and inclusion. It could also be made available in libraries, schools, embassies, community centres and so on, with all the relevant information included for furthering inclusion. (When I lived in London, I researched Dr Seldon's ""The Foreign Office"" (now the Foreign, Commonwealth and Development Office) (pub. HarperCollins Illustrated) and we provided a copy of our book to every British embassy globally and it was a great way to educate and inform a specific audience on a mass scale.) If there is anything I can do to help promote this plan, or if we can collaborate to get this book off the ground, please do contact me.
3	Firstly I need to express that our group comprises of people with no English at all to those with a good understanding of the language hence the feedback bit contradictory. 1. Council needs to have translations in different languages of the information they wish to share. 2. One lady said she thought there should be more activities whereby diverse communities are invited to participate with mainstream community 3. Our very elderly 80+ were not very interested they just want to be able to come together have a chat in their language, have a laugh and go back home

Comment no.	Comments via email
	Personally I feel it has already been addressed but more festivals would be grea
4	[redacted], [redacted] [redacted] [redacted] **QR Codes** After speaking to other members from North Narrabeen SLSC, the idea of accessible QR codes that can be displayed in community areas with general safety information to support the specific locations Beaches, Pool's, Boating ramps seems like the most viable solution to engage with LOTE communities promoting safety awareness in recreational locations on the Northern Beaches. Surf life Saving Victoria provided a similar service along the Great Ocean Road in 2019, Funded by the Federal Government initiative led by Life Saving Victoria (LSV). This activation was targeting Chinese tourist only and demonstrated the accessibility of the QR code in key locations as a preventative measure https://blog.lsv.com.au/2019/04/16/tourists-to-benefit-from-qr-technology-on-the-surf-coast-this-easter/ The above example is a great asset demonstrating the usage of a QR code providing great awareness not only for the LOTE communities but for All communities wishing to use Northern Beaches community facilities. As a reference point the QR Code will be a preventive measure helping paid and volunteer lifeguards when on patrol and when the area is not patrolled the QR Codes can still be on display. **Funding the QR Code** This would require a round table strategy meeting to identify which groups would be mostly likely be able to support the stages of development and funding Increasing participation and inclusion of our CALD communities This is a separate agenda on its own and would require the inclusion of Northern Beaches branch and selected surf clubs to attend a meeting with the council. --- The following is another useful link called "Australian Explained" a series that covers a variety of topics available in 30+ languages which you could use to share on your web page to support LOTE communities https://www.sbs.com.au/language/english/en/collection/summer-safety?page=1

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Document administration	
Version	1.0
Date	
Approval	Content provided and approved by Social Planning & Services Team. Responsible manager: Briana Davis
Status	Draft
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.

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Community and Stakeholder Engagement Report

Draft Compliance and Enforcement Policy

Consultation period: Friday 2 June to Sunday 9 July 2023

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1. Summary

This report outlines the outcomes of the community and stakeholder engagement undertaken as part of the public exhibition of the amended Compliance and Enforcement Policy.

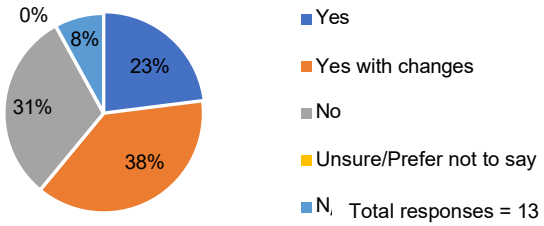
This policy informs Council's approach to compliance and enforcement and outlines the rationale upon which compliance and enforcement activities are undertaken to achieve positive public and environmental safety outcomes.

The feedback collected during the consultation period indicates a high level of support for the amended Compliance and Enforcement Policy, and further amendments have been suggested to matters relating to the role of private certifiers, and the approach to risk categorisation proposed within the document.

Further explanatory guidance has also been incorporated to expand upon the purpose and scope of the Policy, including the principles which inform Council's role and actions, the application of procedural fairness in undertaking investigations and enforcement actions, as well as expanding on information provided on the role of private certifiers.

Respondents who were not supportive of the Policy felt it would not resolve customers' concerns where the risk priority is not considered as being high.

1.1. Key outcomes

Total unique responses	18*	
How responses were received	Submission form Written responses (email/letter)	Completions: 13 Number received: 5
Online sentiment question: Do you support the draft policy?		
Feedback themes	Private Certification Scheme Discretion Lack of action/enforcement	Risk Classification Lack of resources Timeliness of investigation

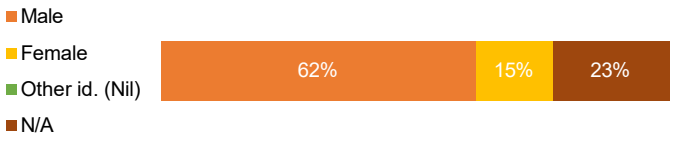
*Not every respondent made a comment in addition to answering the sentiment question

1.2. How we engaged

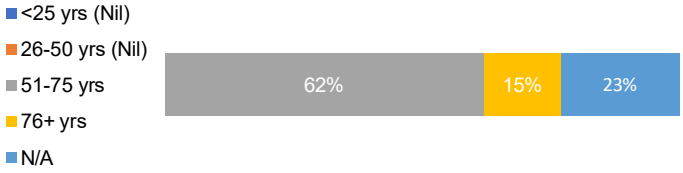
Have Your Say: visitation stats	Visitors: 806	Visits: 640	Average time onsite: 1 min 17 secs
Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 3 editions Council (weekly) e-News: 2 editions Stakeholder email: 3		Distribution: 23,000 subscribers Distribution: 61,500 subscribers Distribution: 705

1.3. Who responded[1]

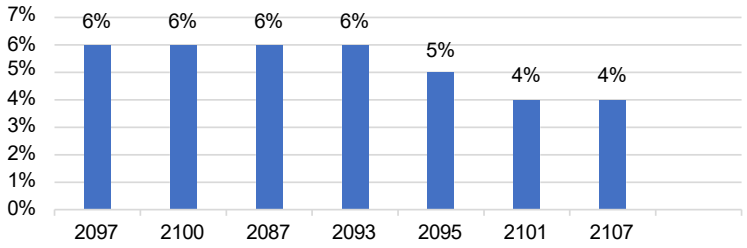
Gender



Age groups



Postcodes



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

2. Background

Council receives approximately 28,000 customer reports a year on matters relating to public safety, environmental harm, or unauthorised development. Each of these matters are reviewed, investigated, and where necessary, enforcement action is taken seeking to remedy matters of concern.

The Compliance and Enforcement Policy provides an objective, evidence based decision-making framework to guide the most efficient and effective use of Council's regulatory resources to achieve the best environmental, health and safety outcomes for the community.

The Policy applies to all delegated employees of Northern Beaches Council with responsibility for investigating regulatory and enforcement concerns under legislation which Council has powers to enforce. The Policy provides guidance to Council's authorised officers on the approach to be taken in reviewing and investigating concerns raised by the community. Additionally, the Policy also provides guidance to the community on what to expect when Council investigates their concern, including the process with which concerns are investigated, the factors which determine whether enforcement action will be taken, and the enforcement options available to Council in order to address matters relating to public safety, environmental harm, or unauthorised development.

The Compliance and Enforcement Policy is subject to a four yearly review cycle, which is the reason for this review.

3. Engagement objectives

Community and stakeholder engagement aimed to:

- inform the community of the revised amended Compliance and Enforcement Policy.
- publicly exhibit the amended Compliance and Enforcement Policy, to seek community and stakeholder input on the amendments.
- 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.

4. Engagement approach

Community and stakeholder engagement on the amended Compliance and Enforcement Policy was conducted between Friday 2 June and Sunday 9 July, 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[2] 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.

[2] https://yoursay.northernbeaches.nsw.gov.au/draft-compliance-and-enforcement-policy

Feedback was captured through an online submission form embedded onto the have your say project page. The form included a question that directly asked respondents for their level of support on the policy.

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.

5. Findings

During the consultation period we received 18 submissions. Half of the submissions received support the policy with proposed amendments. These proposed amendments relate to the role of private certifiers and the proposed approach to risk categorisation.

Some submissions received (25%) do not support the policy for reasons relating to the application of discretion by officers, the general lack of enforcement action by Council and Council's role in managing private certifiers and seeking clarity on the application of procedural fairness in undertaking investigations and enforcement actions.

We also received 5 submissions (18%) directly by email, which sought explanatory guidance regarding the purpose and scope of the Policy, as well as seeking more information on the role of private certifiers and application of discretion by officers.

7% of submissions received were neutral in terms of support for the Policy.

The following table summarises the themes, feedback raised and Council's response.

Table 1: Issues, change requests and other considerations

Theme	Comments	Council's response
Private certification scheme	Comments raised in relation to dissatisfaction with the private certification scheme and how certifiers issue approvals and regulate compliance. One submission calls on Council to address the private certification issue with the State Government.	The private certification scheme was introduced by the NSW Government in 1998. The scheme is formalised under the *Environmental Planning and Assessment Act 1979*, and Council does not have any statutory power to change the private certification scheme. On 18 August 2023, Council made representations to NSW Ministers responsible for administering the private certification scheme identifying concerns with the certification scheme and providing suggestions for change.
Discretionary powers	A number of submissions raised concerns with the application of discretion in determining whether enforcement action should be taken, as outlined in Section 5 of the amended Policy. The amended Policy states that Council and enforcement officers have discretionary powers in determining whether to pursue enforcement action. The sentiment of some	The compliance and enforcement powers of local government authorities are discretionary in nature, and there is no compulsion on councils to take enforcement action for every breach. The inclusion of information relating to discretion within the definitions table of the further amended Policy

	submissions is that as a result of the discretion, Council staff will take less enforcement action.	is to clearly inform the community of Council's discretionary powers that have always been in place. This will not change the way enquiries are managed and is simply included to inform and assist the community.
Maintaining privacy/ anonymity	A concern was raised about the need to preserve privacy of complainants and circumstances where a complainant wishes to remain anonymous.	The use, storage and disclosure of personal information is guided by legislation and Council's Privacy Policy and Council's Privacy Management Plan. Additional information on how Council's compliance staff preserve the privacy of complainants will be provided as supplementary guidance material on Council's website after adoption of the Policy.
Unclear areas of responsibility	A concern was raised about a lack of clarity over which area of council is responsible for addressing concerns, for example tree removal, which might involve several areas of Council for input into the investigation.	The power to undertake Council regulatory powers in relation to Compliance and Enforcement functions is primarily delegated to Councils Environmental Compliance team, who often seek advice from other specialised teams within Council. Additional information on how investigations are undertaken will be provided as supplementary guidance material on Council's website after adoption of the Policy
Reporting on compliance action	A suggestion was made to publish a report on the compliance actions such notices, orders and fines undertaken by Council.	High level information on compliance and enforcement activities undertaken by Council are currently reported to the Community Safety Committee on a quarterly basis. Updates on compliance activities to be provided to Councillors via the Councillor bulletin.
Decision to take enforcement action	A suggestion was made to include consideration of the compliance history of the owner/builder/certifier, their attitude towards being regulated, and level of cooperation.	An additional point has been added to the policy to reflect this.
Use of drones	A concern was raised about the use of drones and the need for guidance material on the use of drones for collecting evidence.	The use of drones for the purpose of regulatory compliance is undertaken only by qualified staff who have undertaken a Certificate III in Aviation. A reference to the NSW EPA guideline on the use of unmanned aircraft has also been added to the policy. Additional information on how investigations are undertaken will be provided as supplementary guidance material on Council's website after adoption of the Policy.

Undertaking inspections	A submission raised the need for prior notice and specific particulars such as owners concern, legal advice being sought, reasons for the inspection, proof being relied upon, to be provided at each instance where a site inspection is required.	Council's powers of entry on premises; powers to collect evidence; to take statements are informed and delegated by the particular legislation being relied upon to undertake the enforcement action. Powers of entry are defined within the definitions table of the amended policy. In most instances prior notice is given to afford procedural fairness to the property owner/occupier, however, there may be some limited circumstances where prior notice is not warranted or required if there is a statutory power to inspect without the requirement for prior notice, such as for non-residential premises or emergency situations. There may also be instances where officers can make observations without the need to physically attend a property, including where an alleged non-compliance can be observed from neighbouring land. A number of the various legislative provisions that may be relied upon for entry are referenced within the amended policy. Additional information on Council's powers of entry will be provided as supplementary guidance material on Council's website after adoption of the Policy.
Reference to EPA Guideline	A submission was made to include a reference to the following guidelines published by the Department of Environment: https://www.epa.nsw.gov.au/~/media/EPA/Corporate%20Site/resources/legislation/guidenotices06173.ashx	The guideline referred to in the submission has been superseded by the *NSW EPA Powers and notices guideline for authorised officers and enforcement officers.* The new guidance document has been referenced as a resource within the amended policy.
Notification to offending parties of a complaint	A concern was raised that when Council is informed of a concern, the offending party is made aware of the concern.	To afford procedural fairness, in most instances, and particularly for low-risk amenity-based concerns such as noise and smoke pollution nuisances, Council officers would in the first instance usually request the offending party to cease the activity which is the subject of the complaint.
Statutory reforms	Concerns were raised in relation to the current statutory framework which administers Building Information Certificates (BICs), Complying Development and Private Certifers.	Although private certification is not within the scope of the Compliance and Enforcement Policy, Council on 18 August 2023, wrote relevant NSW Government Ministers highlighting concerns with the

		current statutory framework and identified opportunities for improvement.
Lack of action/enforcement	A number of submissions raised general commentary regarding a lack enforcement action by Council staff relating to particular investigations.	Councils' role when investigating compliance matters is to act impartially and in an unbiased manner. Information regarding the considerations in determining whether to take enforcement action is provided in Sections 5 and 6 of the amended document. At times, Council will decide not to take action on a certain matter, and this may not meet the customer's expectations, however, this does not mean that the decision is incorrect. Customers who are not happy with a determination by Council, can also seek a review of the decision, and information on this has been strengthened within the policy, and additional information will be provided as supplementary guidance material on Council's website after adoption of the Policy.
Risk classification of customer concerns	A number of submissions have sought changes to the risk classification table shown in section 4 of the amended Policy to attribute higher degree of risk to issues such as geotechnical risks illegal works, waste storage for example, seeking a reclassification of these issues. Another concern raised is that some concerns may not receive the same degree of attention due to the attribution of risk.	Based on submissions, the approach to utilising a risk classification table has been reconsidered, and the risk classification table is to be removed from the Policy. A general risk matrix will be developed to guide investigation officers and will be included within the Compliance and Enforcement Guidelines.
Proactive compliance	A comment was made around the need for Council to take a proactive role in compliance, such as undertaking proactive monitoring and random inspections.	Based on current resourcing capacity, the compliance and enforcement function is largely reactive, however the opportunity for more proactive monitoring is being considered in the current service review of the compliance and enforcement service.
Council's role where there is another regulator for an issue	A comment was made in relation to instances where there may be another regulator for a concern who should be acting, but isn't, and instances where Council could have a role as co-regulator.	Additional information will be provided as supplementary guidance material on Council's website on Council can work with other agencies where there is another regulator for an issue.

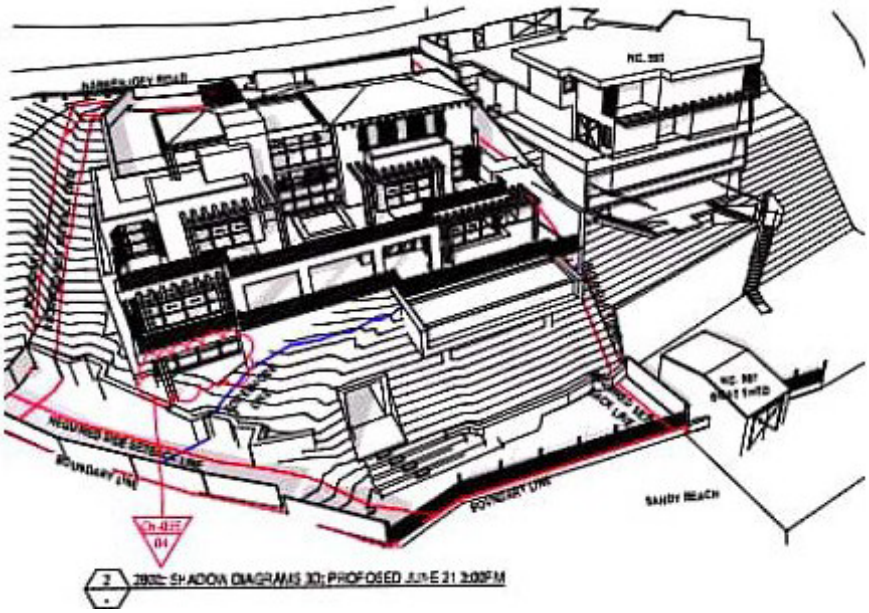
Lack of resources	A number of submissions suggest there is a lack of resources within Council to investigate customer concerns and that more staff are needed so action can be taken.	The resourcing levels for the compliance team are not a matter for consideration within the scope of the Policy, however this issue is being considered as part of the current service review of Council's compliance and enforcement service.
		The Policy includes information on the risk-based approach to compliance, which enables Council to allocate resources to matters that are deemed to have a high risk to public safety, the environment and public health. Council will continue to manage all high-risk matters as a priority and to ensure that resources are allocated as such.
Customer expectations	A number of submissions have raised the issue that the Policy will not address a customer's concerns, as Council may not deem their concern a priority if it is not classified a high risk. These submissions state that customers feel that their concerns are a high priority regardless of the risk classification.	Council responds to all customer enquiries. The policy does not state that matters of lower priority will not be investigated, rather makes it states that matters which pose a significant public safety or environmental harm will be prioritised over lower-risk matters. This is to ensure that any matters that pose a risk to the environment or public safety are addressed as a priority.

Appendix 1 Verbatim community and stakeholder responses*

Number	Submission
1	I support the new draft Compliance and Enforcement Policy and I am pleased that Council has added a new section that provides guidance to Council's authorised officers and the community on the application of discretion in determining whether to take regulatory action, as well as the obligations on Council officers to ensure the discretion is applied in good faith.
2	Seems comprehensive and well set-out. Its accessibility is the issue as current council practice suggests that the document will be lost to the public. I give for example, private domestic swimming pools.
3	*No comment provided*
4	My input refers to private certifiers. I may be wrong, but I don't see that your draft policy sets limits, under the law of equity, on the power of non council employed / contracted private certifiers to self certify a, presently so called, "Compliant Development" to serve self interest on their own block of land. If I read the policy correctly, as long as the Certifier can prove that their compliant development meets all the local and state government ordinances, regulations, Australian Standards etc. etc., then no notice needs to be given to neighbours and others who may be negatively impacted by said development. Work can commence, proceed to completion and be ticked off as "Compliant" without any recourse to other parties. And to hell with any objections they may have had, which objections would have seen the light of day - to be evaluated independently under the principles of equity - if the proposed project had been a development application under the strict control of Council Processes and Officers. Then, as several times in the past 40 odd years, we would have received a letter from Council advising of a proposed development locally, by whom it was made and a copy of the plans attached with a note that invites comment to Council on objections to or modification of aspects of the proposed development. These would then be submitted to Council review and a decision made to PASS the development or require aspects of it to be modified or adjusted before being PASSED or rejected entirely. Examples could be Building Ceritier self certifying the positioning of his new house (after prior demolition of an existing dwelling that a neighbour had built sited his own house to enable good views of beaches and headlands) such that the new house structure wiped out half of the neighbour's valuable views with up close brick walls OR a Pool Cerrtifier self certifying a "Compliant Development" wherein a pool gets built within a meter of their dividing fence line. I would require a specific clause that states that where a private or contract certifier has a proposed development on their own property that lies within their area of expertise and power to certify, then that proposed development must, by Ordinance, be ceded to Council control, administration, supervision and regular DA vetting involving neighbours and interested parties. And the project must not be able to be handed off to a "third party mate" to certify for them. It must be only Council control.
5	Add Geotechnical failure and risk to urgent matters to respond to.
6	Council have a responsibility to assist ratepayers and to ensure that complaints are taken seriously and actually dealt with. Many ratepayers have complained about the lack of follow up by Council to problems they have reported.
7	The policy does not provide any assurances whatsoever that council will investigate or enforce any non-compliance to the relevant acts. The discretion to act on any complaint are subjective with no accountability as to how a decision to act or not was reached and therefore open to undue influence from external forces. For example, the standard of evidence is determined by the council officer alone. There is no objective measure of for the standard of evidence of non-compliance with an Act. Further there are a number of discretionary options that allow Council not to act on complaint with no recourse or traceability for the complainant.

**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.*

Number	Submission
	There is a significant gap in the enforcement of compliance by private certifiers in that the Council has subject matter expertise on whether a development approval is compliant or not. However, if the Private Certifier does not adhere to the development standards in the various approvals due to incompetence or deliberate act, the Department of Fair Trading requires evidence of that the Private Certifier is not compliant to the DA or CDC standards. However the Department of Fair Trading will say they have no jurisdiction to determine whether a Private Certifier has complied with the prescribed development controls, which leads to non-compliant developments to proceed with no enforcement which makes the whole DA process carried out by Council rather pointless. There needs to be a way to close the loop between the approved development controls issued by council and the private certifier. The updates to the policy only formalises the subjectivity and discretion of a council officer to act on a specific complaint.
8	The complainant advised in writing that the offender has been notified. Council should have the power to fine repeat offenders, this power being clearly stated in their policies. Smoke entering a residence where there are vulnerable people is life threatening and feared by those breathing it. Smoke. Fire Pit. Comply with existing regulations. Should be completely extinguish by 1am If required after 1am a permit would be necessary. Council, having received a complaint will notify the offender, in writing, of the complaint.
9	This draft policy effectively explains why the NBC cannot or will not ensure enforcement or compliance regarding any of the regulations or legislation listed in the document. • Local Government Act 1993 • Environmental Planning and Assessment Act 1979 • Food Act 2003 • Protection of the Environment Operations Act 1997 • Public Health Act 2010 • Boarding Houses Act 2012 • Swimming Pools Act 1992 • Companion Animals Act 1998 • Roads Act 1993 • Road Transport Act 2013 • Public Spaces (Unattended Property) Act 2021 • Biosecurity Act 2015 • Contaminated Land Management Act 1997 • Crown Land Management Act 2016 • Fines Act 1996 • Heavy Vehicle National Law (NSW) The policy very neatly explains that the Council takes a 'risk-based approach' stating that All enquiries are managed using a risk-based approach and are triaged to determine their priority/urgency, with matters identified as greatest risk (urgent/high), to be actioned as a priority. Whilst this may suit a resource starved Compliance team, community members consider that their 'complaint' or 'compliance issue' is in fact a priority and should be dealt with by a Council officer with appropriate training and resources in a timely fashion. The draft policy further describes the Council Compliance risk priorities, listing as Medium or Low risk the most common, often and likely complaints or issues requiring compliance. Construction site management • Unauthorised development (general) • Food non-compliances (minor) • Noise complaints • Air or water quality • Abandoned vehicles • Stormwater drainage • Animal control (general) • Waste dumping • Trees (already removed) Low • Animal nuisances • Unauthorised development (minor nature or historical) • Overgrown vegetation • Noxious weeds • Noise complaints (minor) • Health and amenity (minor) • Waste storage • Neighbour nuisances • Minor issues, technical or administrative breaches • Signage Urgent or High-risk matters are the least likely or least often to occur and should be dealt with appropriate resources and speed to resolve when they do occur. The draft policy pretty much states that if you are nice to us we will be nice to you. Citing a variety of Code of Conduct documents. Frustration will arise on all sides if, even so-called low

Number	Submission
	risk matters remain unresolved. Council has a role in assisting residents, at a very minimum providing advice on how a matter can be resolved, if not by Council action then by some other authority. This policy should be evidence based. If thousands of calls are received regarding dogs matters in public places, then this should be considered a priority by the Compliance team and they should act and find a resolution to the issues sought. If there are complaints about parking non-compliance then Council should deal with these matters, not deem that are low risk and ignore the situation. Council should consider processes that can be used to enhance and improve compliance. This policy fails in its stated purpose and scope.
10	It would solve a lot of the compliance issues if the current requirement were enforced. This may require an increase in the number of of compliance offices.
11	So it basically now adds a clause saying council at the discretion of an employee, it doesn't have to take any action! What will councils role actually be other than to take money to process something that they take no responsibility for. What does/ will council do for the money they receive during a development? Private Certifiers should NOT be able to be used. The certifier should be employed by council so there is some sort of control. As it is now you can build whatever you want if you pay a private Certifier. Even with a dispute raised before certification it is unstoppable. Once certified is unchangeable. A DA condition should be enforced. Not near enough or in the general vibe. The whole process is corrupt as it is. These changes make it worse. Relieves council of any responsibility at all. The property in the image has been physically built with another 2 lower floors ignoring the foreshore line. Will the new draft have this removed or just issue a fine????? 
12	Apologies for the direct wording of the below submission and that its incompleteness. These are intended as ideas of improvements to the policy and not a criticism. The document is written with the point of view of Building Control and does not appear to sufficiently incorporate the Environmental Health side of Environmental Compliance. (This is not intended to be a criticism of the author, as it is acknowledged that there has been insufficient

Number	Submission
	time to prepare the document and consider the all points of view that the document needs to consider). There are inconsistencies throughout the document with terms: customers/complainants; enquiries/reports/customer requests; unlawful activity/uanuthorised (where these terms are stated, they should always have “alleged” as a precursor when they refer to reported matters prior to them being confirmed by Council as being illegal). There needs to be consistent terms throughout the document. The grammar and punctuation of the policy needs to be reviewed. 2. Penalty Infringement Notices – Penalty Notices 3. This section outlines Environmental Compliance’s responsibilities, however, there is merit to include what isn’t Council’s responsibility under an investigation. It is not Council responsibility, under an investigation, to solve a noncompliance or illegal activity. It is actually inappropriate for Council to provide advice in relation to resolutions as Council is the regulatory body and the assessing body. Council can assist with general advice, however, will not provide specific advice to residents or perpetrators regarding a compliance matter. It is the responsibility of the perpetrator to seek independent advice to resolve a compliance matter. 4. “Council receives enquiries from the community in relation to allegations of illegal use, unauthorised or non-compliant works, pollution concerns, or unhealthy or unsafe conditions.” Does this incorporate all the types of enquiries Council receives? Is this sentence trying to state everything that Council receives, or is it simply a guide to what is incoming? Is there merit in stating after the first sentence that: Not all enquiries made to Council will be investigated? “In these instances, Council staff will communicate an anticipated timeframe of an investigation to the customer.” In these instances, Council staff can communicate to the complainant the priority rating and a general timeframe of an investigation. “Council staff will:” “Make reasonable enquiries or investigations before a decision is made, including seeking information from the property owner where appropriate” There is not precursor point to the above. There is not point to state that Council will seek information first and foremost from the complainant to validate their complaint. Council should not be seeking information from an owner to clarify a complaint where the complaint does not have merit or substance. Council should not be assuming that a person has committed unlawful activity just because someone complains. As such, the first point of call should be to the complainant not the owner. “Communicate with all relevant parties and provide feedback on the progress of an investigation and any reasons for delay without compromising the integrity of the investigation.” The above point is overly burdensome on Council to divulge information and gives a reader of this policy a false expectation that Council will provide substantial updates and communication throughout an investigation. A alternative wording is suggested below: Communicate, where appropriate and at the discretion of Council, with the relevant parties and provide feedback on an investigation without compromising the integrity of the investigation. 4.1. “Treating Council’s staff with courtesy and respect.” Treating Council’s staff with courtesy and respect. Any instances of disrespectful behaviour or abuse of staff or Council is inappropriate and unacceptable, and will not be tolerated. “Not giving any information that is intentionally misleading or wrong.”

Number	Submission
	It is expected that complainants are truthful and not give any information that is intentionally misleading or false. 4.2. “Upon receipt of an enquiry in relation to a breach or non-compliance, Council’s officer will undertake a preliminary assessment of the matter to determine next steps.” Upon receipt of an enquiry relating to an alleged breach or non-compliance, Council’s officers will undertake a preliminary assessment of the matter to determine the next steps. “A preliminary assessment is undertaken of each customer request to attribute a risk rating, as well as to determine if a detailed investigation is required into the concern.” A preliminary assessment is undertaken of each customer request to attribute a risk rating, as well as to determine whether the matter requires investigation. “Priority will be given to matters that pose serious risks including matters which are life threatening, or pose serious risk to health or are associated with significant environmental harm or repeatedly detrimentally affect a significant number of people.” Priority will be given to matters that pose serious risks, including: matters that are life threatening, pose serious risk to public health and safety, are associated with significant environmental harm, or repeatedly and/or detrimentally affect a significant number of people. There may be a better way to phrase the above statement. “Without sufficient information Council, may not be able to progress the matter.” Without sufficient information, Council may not be able to progress the matter and the matter may be closed. “Does the request relate to a civil matter?” Does the request relate to a civil matter? Can the matter, whether unauthorised or not, be resolved through a civil pathway? “Is the allegation unfounded, trivial, frivolous or vexatious?” Vexatious definition: 1. Causing vexation; vexing; annoying. 2. Law (of legal actions) insinuated without sufficient grounds and serving only to cause annoyance. By the above definition, being vexatious in law requires that a complaint be both without substance and meant to only cause harm. “Due to the need to preserve the integrity of the investigation so as not to compromise any prospective enforcement action and to afford procedural fairness to the person who is the subject of the investigation, it is not possible to provide details of a live investigation until the investigation is finalised.” Add sentences (words to the effect): It is at the sole discretion of Council and the investigating officer as to what information is provided externally. It may be in the public interest to not disclose information relating to an open investigation. Council does not disclose any information that relates to any criminal matter or potential criminal proceedings.
13	Please see attached file ref Submission Draft Compliance and Enforcement Policy Northern Beaches Council. *(Attachment begins on next page)*

To: Northern Beaches Council – Submission – Draft Compliance and Enforcement Policy.

From: [redacted]

Date: 09/07/2022

In reference to Draft Compliance and Enforcement Policy Submissions to Share Feedback, I wish to raise the following points which come from direct experience interacting with the Policy subject matter, and offer examples to highlight areas that require improvement. My aim is not to criticize, but to provide the requested feedback for the benefit of customers (rate paying resident property owners), and for Council staff in general. To highlight certain matters, questions will be asked to illustrate topics in need of review, and feedback will be unvarnished.

This submission is prefaced by emphasizing that no reference is made to any individual Northern Beaches Council (hereafter NBC) staff member. In my dealings and correspondence with NBC staff, I have found them to be generally professional, and in some cases should be commended for their conduct. However, I have sensed the workload they carry may be beyond what could be reasonably expected, which may be a contributing factor to the root cause of some of the issues raised in the Draft Compliance and Enforcement Policy (IE Item 6).

It is acknowledged that NBC staff are required to act as per training and policy guidelines. General impressions from a customer perspective is that NBC staff are often placed in the position of reluctantly being required and deliver on behalf of a flawed system, therefore any blame hereafter is directed at the policy guidelines and the planning system, not at the staff trying to administer the system/policy.

Any improvements to the Policy will have minimal effect without also changing/improving the NSW planning system to remove problem areas that increase workload on NBC staff and consumes NBC resources.

Example. One positive suggestion for improvement was made by the previous Mayor (Michael Regan) during public correspondence with me. When responding to my question ("What is your plan to protect residents against BICAs which regularize illegal building works? Planning system is being abused but goes unchecked"). The Mayor responded;

"Simple. Repeal the State legislation and refine it and give Local Govt back some more power to be at least an investigatory authority. It's stuffed right now as you clearly know". (Source available on request).

The suggestion by Mr Regan serves to indicate that if the NSW Planning system remains unchanged, Councils will remain in a position of administering a flawed system, and customers and NBC staff will continue to suffer when trying to resolve problems created under a flawed system, regardless of any proposed adjustments to Policy.

In the absence of changes to the planning system, for which State Government may be to blame, the private sector (Developers, Development Consultants, Private Certifiers etc) has a broad scope to stretch the spirit of the law and planning and development regulations on behalf of their clients, to the detriment of NBC customers and staff.

<u>Draft Compliance and Enforcement Policy - Feedback.</u>

Feedback: From a customer perspective, the goal of the Policy should be to create a culture of compliance in the community and among stakeholders, but the current Policy/system enables a

	culture of circumvention and manipulation (use of loopholes) by professionals to achieve results on behalf of their clients which enable outcomes unintended under the Act (* Environmental Planning and Assessment Act 1979 and Regulations). Lack of powers of inspection, enforcement and penalties enable stakeholders to operate in a fearless manner, rather than a compliant manner. EG quoting Waverly Mayor from an SMH article dated November 27, 2022 *'For many developers, a $6000 fine is a small amount and is factored in as the cost of doing business'.* Meanwhile Private Certifiers and consultants seem to act with impunity because they operate under no threat of penalty. Information from professionals I've engaged indicates that these abuses did not exist in the past (prior to Private Certification) when Councils had authority to inspect and approve property development, because all stakeholders (developers, builders, property owners) were subject to scrutiny and penalty when Councils were empowered (not impotent) to inspect and enforce compliance. Policy Suggestion. Prioritize deterrence. Resources must provide for sufficient NBC Inspectors to conduct periodic and random spot checks on Private Certifiers and professionals providing supporting documentation (Development Consultants, structural engineers, geotechnical engineers, arborists, hydraulic engineers etc) in applications and approvals (Occupation Certificates, BICAs etc). Mandatory fines, penalties of temporary suspension from operations (Sin Bin), and loss of accreditation must be in place as meaningful deterrence (complaints to Fair Trading are impotent deterrents). Suggestion using an Example. For importers, the Customs and Border Patrol authorities would operate a system of enforcement checks. For a new importer, every shipment will be subject to checks until a track record is established (the first twenty import shipments are subject to mandatory inspection). After this, inspection frequency is reduced to (perhaps every second or every third shipment is subject to mandatory inspection), and is gradually reduced to one in twenty shipments being inspected. To maintain compliance, random spot checks are never eliminated. If the same were applied to Private Certifiers (audits of their approvals and periodic on-site presence of a Council Inspector), increased compliance would result because deterrence would be ever present (if sufficient penalties for any breach were mandated and enforced). Policy Suggestion 2. Under the same Import system, if Customs Dept received a complaint/customer concern, an inspector would conduct a spot check. If NBC Policy empowered inspectors to respond (conduct spot checks) in response to complaints/customer concerns about works involving Private Certifiers, increased compliance and reduced customer complaints would result. Example 2. Development Consultants/Applicants when submitting a Pre-BIC form must fill in the declaration stating, "I declare that all the information in the application and accompanying documents is true and correct ***to the best of my knowledge***". This is inadequate and does not place sufficient onus and responsibility on the applicant/consultant to verify the truth and correctness of all information and supporting (third party) documents. Suggestion. The declaration should (instead of *to the best of my knowledge*), state – "and I have made all reasonable efforts <u>to verify</u> and for which <u>I assume full responsibility</u>". I have two examples of supporting documents which contain errors (which can be supplied and discussed confidentially with Council upon request). NBC can and does reasonably accept supporting documents assuming they are corrent, but if they contain errors, omissions or a bias (in favour of commercial clients) to

	certain facts, customers have no recourse. This is because NBC policy does not entertain further correspondence being entered into (during determination), therefore a customer's right to recourse or to bring errors to NBC attention is blocked. Changing the declaration (as suggested) in the pre-BIC and other application form declarations would better protect the customer by placing greater responsibility on the applicant/consultant to act truthfully and correctly. What does the Policy aim to achieve vs What the Policy actually delivers. In this context, does the Policy exist to serve the customer, or does the customer exist to serve the Policy (processes within NBC)? In my customer experience and interaction with certain areas of the system/Policy, it does not exist to serve the customer, and has proven to be cumbersome, expensive, and frustrating to engage with. Moreover, it has allowed a small problem to become a big/expensive problem (consuming more resources that should have been necessary). Example. In an attempt to do exactly what the Policy claims (*we receive enquiries from the community in relation to allegations of illegal use, unauthorized or non-compliant works*), I encountered a culture of deflection, avoidance, and discouragement to engage with NBC (being fobbed off whenever possible), resulting in customer frustration and cost. I don't blame staff for this; I blame a flawed system/Policy and insufficient resources to effectively administer the Act. When engaging consultants, lawyers, town planners etc to assist me to demonstrate to NBC that Council did have jurisdiction, I was advised more than once that "Council will bend over backwards to avoid becoming involved". Feedback. I have found this to be the case, and it is most unfortunate that NBC has gained such a reputation among stakeholders. My sense is this encourages a certain fearlessness among stakeholders to engage in unwelcome conduct. If this culture and workload did not exist, customer complaints about staff would be reduced and Item 6 (Dissatisfaction – conduct of staff) might become redundant (I don't blame the NBC staff; I blame a flawed system and insufficient resources). This submission's main point of emphasis is that the *cost of avoidance (cost of deflecting and fobbing off customers)* is higher than the cost of NBC engaging proactively with customers to forestall, eliminate, and minimize problems before they escalate. Example (my experience). When I witnessed works impacting our property that I considered to be illegal, I contacted NBC to ask for an inspector to come and take a look before the works could continue (to see if a Stop Work Order was appropriate). I was fobbed off more than once, weeks/months were wasted, which allowed works to continue, escalating the financial scale of the problem (hence making the problem bigger and more difficult to resolve). If NBC had not made efforts to deflect my initial enquiry (IE did not attempt to fob me of), the whole problem and subsequent cost to NBC in dealing with the matter would have been avoided. Policy Defect. Because of a defect in the Policy, I was incorrectly referred by NBC to the PCA for remedy/action (this is a flaw in the Policy). According to Item 4) Priority/Risk, Unauthorized Development, in progress, **is rated as High** priority. Why was I fobbed off (referred to a PCA for remedy instead of an NBC inspector) when I was reporting a matter rated as High Priority in the Draft Compliance and Enforcement Policy?

	Instead of receiving the service of an NBC Inspector, I was fobbed off, referred to the PCA, referred to the Community Justice Centre, advised that this was a civil matter, and generally treated with deflection (as a nuisance). As a layman with minimal experience prior to encountering the problem, I was compelled to follow the directions of NBC staff, however after paying a high price to gain experience (spending approx.$8000 on consultants and 140 hours of my own time), it is apparent that NBC staff incorrectly referred me to the PCA because the Policy seems to have no provision for investigating reported (alleged) unauthorized works being conducted after an O.C is issued. Why did NBC refer me/customer to a PCA when the NSW State Government clearly states that the PCA has no role in investigation after an O.C is issued? (source – Tenure of the Principal Certifying Authority - see reference document BPB practice advice 11-005 November 2011). In hindsight it is evident that this particular flaw in the Policy led NBC staff to not differentiate between unauthorized works being conducted before an O.C is issued vs after an O.C is issued (likely because a culture of deflection and prioritizing expedience was present). This must be addressed under the policy review, and guidelines for NBC staff must be provided for dealing with (proactively providing service to) customers impacted by unauthorized works being conducted after an O.C has been issued. Policy Suggestion – Firstly, NBC must ensure a Council Inspection is conducted in cases where unauthorized work is being conducted, especially after the O.C has been issued (and issue a Stop Work order, where appropriate). Secondly, a culture of staff ownership of a customer enquiry must replace the existing culture of deflection/expedience (fob off culture). Feedback: Why the PCA issued the O.C before all the works on the DA plans were completed is a contributing issue, but because PCAs can act with impunity (no fear of penalty), shortcuts can be taken to improve commercial interests. What is the process to investigate and penalize a PCA if they issue an O.C without verifying that all the works on DA plans are completed? I have checked with PCAs, two law firms, various professional town planners; all confirm that it is impossible to issue a final O.C if all the works on the D.A plans aren't completed. Where is the recourse and penalty process on a PCA if their errors or omissions enable a problem which becomes a cost to the customer and the NBC to resolve? Draft Compliance and Enforcement Policy – Feedback/Comments regarding Improvement. 1. Introduction. *Council as a regulatory authority takes a risk-based approach.* As a regulatory authority, Councils should also be taking a *Justice based approach* to uphold customers/residents' rights under Act/law because Councils are the closest layer of Government to customers/residents. Risk should be subordinate to Justice if the Policy exists to serve and protect the rights of the customer under the regulations NBC has authority to administer. 4. Managing enquiries relating to compliance and enforcement. Feedback. It is very difficult (almost impossible) to reach stage 1) Preliminary Assessment. Example 1. As a layman, I mentioned the word "fence" during my phone enquiry to NBC. The immediate response from NBC staff was that any matters regarding a fence are not handled by NBC but must be taken to the Community Justice Centre. No effort was made to take into consideration that my enquiry related to a fence on a DA issued by NBC. Instead, the mention of the word "fence" justified NBC being absolved (deny jurisdiction) of any need to assist the customer.

	Suggestion for Policy improvement. Policy must differentiate between mundane matters regarding fences (material choice, colour choice, cost etc), vs development works involving new fences that don't meet the parameters specified in the DA. Explained in a different way, NBC cannot absolve itself of jurisdiction in every matter involving fences because fences are an integral part of environmental amenity, are subject to regulations and planning controls, and not every matter regarding fences is mundane and easily solved without Council involvement. No other body has regulatory authority to ensure fences on a DA are erected according to the specifications within the DA, so NBC cannot be absolved of jurisdiction if the word fence is mentioned by a customer. Example 2. As a layman, during a different attempt to explain and report the unauthorized works, I used the word "encroaching". The immediate response from NBC staff was that any encroachment was a civil matter and not the responsibility of NBC. My laymen's use of the word "encroaching" was incorrect, but I didn't know the right terminology to apply. I tried to further explain the nature of the unauthorized works, but because I'd accidentally used that key word "encroaching" and didn't have the right terminology, my attempts to explain were met with refusal of assistance (to absolve NBC of jurisdiction). Suggestion for Policy Improvement Item 4.1 (Treating Council's staff with courtesy and respect). To customers who may be novice, Northern Beaches Council is the first point of contact to engage with government regarding matters involving property, planning, development and environmental impacts. Many or most customers are not experts in the field of environmental planning and development, and may lack the terminology, lack knowledge of the planning system processes, and lack knowledge of the internal mechanics of how NBC functions. This is as equally frustrating for the customer as it likely is for the NBC staff, but it does not justify or excuse treating a customer with lack of courtesy and respect (fob off/deflect culture is unacceptable when courtesy and respect is demanded from customers by NBC). Policy review should train NBC staff to take into account that if NBC staff displayed a sensitivity and empathy with the customer as the novice party in a conversation, NBC staff might be treated with more respect if they extended the same respect to customers that they require from customers (Item 4.1 Treating Council's staff with courtesy and respect). 4.2 Preliminary Assessment. Policy Suggestion - Example. When dealing with a different Government Department (Federal), a Case Manager system was used to ensure sufficient customer service and assessment of the case. This system placed the responsibility of navigating all aspects of the process to the case manager (the expert) instead of the customer (the novice). My feedback is that dealing with NBC is opaque, confusing, and frustrating (mechanisms of the process and responsibilities within NBC are unknown to the novice – the customer is on their own to work it out for themselves). In comparison, dealing with a different Government Department which uses a Case Manager system, the customer has the assistance of an expert case manager who is empowered to take ownership and responsibility for the customer's case and to achieve an outcome. If NBC staff were empowered as case managers, their work life would be more fulfilling (sense of achievement), less NBC time and resources would be wasted answering random dealings with novices (cases would be structured by the case manager), and customers would benefit (be relieved of frustration trying to engage with a system when they are novice). 4.2.1. Determining Jurisdiction.

	Feedback. This is an area in need of extensive Policy Improvement (to promote a different culture); Managing Customer Concerns. As a customer's first point of Government contact, civic duty of NBC must play a role in adopting customer cases rather than finding any excuse to deny jurisdiction. I have experienced this with NBC and had no other alternative than to engage consultants and other professionals to demonstrate to NBC that Council did have jurisdiction in my case. This should not be necessary if civic duty (proactive adoption rather than proactive denial of jurisdiction) was a factor in managing customer concerns. Example. I had an experience where NBC referred me to the Community Justices Centre, which then referred me to Fair Trading, which then referred me to back to Northern Beaches Council. 4.2.3 Role of Private Certifiers. A blind spot in NBC's role with Private Certifiers has been raised – PCAs have no role after an O.C has been issued. Regardless, NBC referred me back to the PCA, who denied responsibility (and provided supporting documentation from the NSW State Government). Alleged non-compliance under a DA or a CDC being referred to the PCA is akin to sending the abused back to the abuser for justice. These cases (alleged non-compliance) should be handled by Councils. Private Certifiers being regulated by NSW Fair Trading is impotent because almost no complaints result in penalties. Quoting from SMH article November 27 2002 *Labor's Better Regulation spokeswoman Courtney Houssos said the NSW government was not properly monitoring the performance of registered building certifiers "leaving residents and owners to repair shonky building work".* *Only one certifier had been added this year to Fair Trading's disciplinary register, Houssos said.* *She also said there were 370 complaints made against building certifiers in 2021-22, <u>but none were cautioned or reprimanded</u>.* Policy Suggestion. Councils must address this with NSW State Government, to enact the suggestion made by Mr Regan (quoted above). Policy must also stop the abuse of BICAs being used to prevent Councils from taking enforcement action to relieve the suffering of victims of non-compliance. Building Information Certificates are being abused to circumvent these problems and to camouflage errors, omissions and shortcomings with Private Certification (alleged non-compliance). 4.4 h) BICAs are being abused (note comments from Mr Regan above), most likely because they are a cheap regulatory tool for stakeholders to circumvent regulations (succeed with non-compliance), and their use seems to be a foregone conclusion to prevent Councils from taking enforcement actions in cases of alleged non-compliance. In support of this suggestion, I have compiled the following table of basic statistics. Sources were NBC documents obtained under GIPA, statistics provided by NBC staff, and manual tabulation. From these basis statistics, it is evident that many are applied for, but not many are refused/rejected. If every BICA has an applicant on one side and a victim impacted by unauthorized on the other side; it indicates that the private certification and professional consultant industry is thrashing the novice customer (abusing the BICA process for commercial gain). I accept that BICAs are inflicted upon

Councils by the NSW State Government, leaving Council resources to carry the burden of administration, but if these basic statistics reflect the number of victims, the BICA system provides a loophole for abuse and gross injustice.

	BICAs Lodged Total	Refused Rejected	
2016	141	22	
2017	145	14	
2018	231	21	
2019	294	14	
2020	254	14	
2021	306	32	
2022	343	12	
2023	364 est*	2	note 2023 - many in process - pending

2023 *182 year to date x 2 = est to December

Policy Suggestion. NBC must demand reform of the BICA system and demand more resources from the NSW State Government to reform and improve the system to prevent abuse and deliberate victimization under the BICA system.

Suggestion: To reduce or eliminate BICAs being used for an unintended purpose (commercial gain via non-compliant development = and cost to victims), NBC must clamp down on this abuse of BICAs.

Example. NSW Government states that the purpose of BICA applies to parties buying or selling a property. (see below – extract from NSW Govt website).

It does not state that a person or company may erect illegal or unauthorized works and then retrospectively apply for a BICA to regularize the intentional unauthorized development. Why does NBC tolerate BICAs in cases not involving a property already in the process of being sold? Why is this first test of merit in application not applied? Why are professional Development Consultants and town planners lodging BICAs in cases where properties are not already in the hands of real estate agents (note first test of application – buying or selling) not being investigated and scrutinized? Why do Councils tolerate the BICA process being used for purposes other than stated by the NSW Govt (below)?

Introduction

If you're buying or selling a property and you suspect work may have been done without appropriate council or private certifier approvals, you can apply for a building information certificate (BIC).

This certificate ensures the whole or part of the building covered by the certificate won't be subject to any regulatory action by the local council for 7 years.

Number	Submission
	https://www.service.nsw.gov.au/transaction/apply-online-building-information-certificate#:~:text=If%20you're%20buying%20or,building%20information%20certificate%20(BIC) 5. Discretion. If the last item (observe the basic rules of natural justice and procedural fairness), is placed at the top of section 5, it implies that Councils do have a legal obligation to enforce discretionary powers. I invite NBC staff to meet with me to further discuss any matter raised herein, and I trust this feedback is useful in improving the Compliance and Enforcement Policy for the benefit of customers and NBS staff. Yours Faithfully [redacted]
14	Enforcement If it's illegal under the LGA our advice is council must enforce If you are not going to enforce the law, eg DA , why bother having DA? If you are not going to enforce the law under your obligations Please dissolve the council so we can elect a Council who is prepared To do the job you were elected to,do.
15	if the responsible council officers did their job there would be no need for the NB resident requesting the intervention from your council. For example :- right over the NB there are Noxious plants growing eg Bamboo, Lantana, Blackberry and many others. My house is almo so t camouflage by the neighbors Bamboo, which I might add is irrigated illegally. Where have your officers been ?
16	Dear sir/madam, This email is to provide feedback on your draft Compliance and Enforcement Policy. The draft policy provides guidance as to how to respect the views and concerns of complainants but no protection for the rights of landowners and occupiers of land that is the subject of a complaint. As a community leader I am aware of many instances of bullying of landowners and occupiers by Council officers based on complaints. I have seen many occasions where Council officers have not carried out the correct process to arrange inspections and have been very threatening to landowners/occupiers. I have seen draft control Orders (issued under Section 9.34 of, and Part 6 to Schedule 5 to, the *Environmental Planning and Assessment Act 1979)* and Notices (issued and Protection of the Environment Operations Act 1997) issued by Council officers, only to be subsequently withdrawn by Council when they have been found to be unjustified or lacking from a legal perspective. In order to protect the rights of landowners/occupiers against bullying by Council staff the following needs to be addressed in your policy: 1) If Council wishes to carry out an inspection of someone's property, then it must be done in accordance with a clear procedure which must be outlined in the Compliance and Enforcement Policy. 2) If enforcement action is taken (ie the issue of a draft Order, Order or Notice), then the enforcement action must be approved by Council's in house legal team.

Number	Submission
	3) If an investigation is undertaken then the person or landowner being investigated must be kept informed at the same time that any complainant is informed of an update as to the status of the investigation. 4) There needs to be a reasonable time limit for Council to carry out investigations. There should be no need for landowners/occupiers to have to rely on Environmental Planning and Assessment Act 1979, Cl 9.57 which effectively provides a 2 year limitation for Council to take action. 5) There needs to be a definitive outcome of all investigations that is communicated to both the complainant and any party being investigated. This needs to be provided within a defined timeframe. 6) If either a draft Order, Order or Notice are issued by a Council Officer and it is subsequently withdrawn, then this matter is to be investigated by Council as to why this situation occurred. Justification should be established as to why the issuing Council Officer should continue to be allowed to issue Orders or Notices. **Inspections:** If an inspection is warranted of a property due to a complaint, then the inspection needs to fall into one of two categories: Category 1: Urgent These must trigger a process where the landowner and occupier of the land is contacted by phone to advise that an urgent inspection is to take place. It is either done with permission of the landowner/occupier or if it is to be done without permission, it must be approved by Council's legal team prior to the inspection. Category 2: Non – Urgent Non – Urgent inspections would require the Council officer to make contact with the landowner/occupier of the land in writing outlining the reason for the inspection and requesting permission to carry out the inspection. If permission is not explicitly granted to carry out the inspection, then Council's legal team must provide written approval to carry out the inspection. For any inspection, a letter must be provided to the landowner and occupier stating: a) The date and time the inspection is going to be carry out by Council Officers b) The name and positions of the council officers c) The reasons the inspection is being carried out d) The proof that Council is relying on that there has been some breaking of the law which requires an inspection. e) The mechanism with which the inspection is being carried out (ie with or without permission) f) Advice that if the inspection is being carried out with permission, the landowner/occupier can withdraw that permission at any time. g) When the investigation will likely be concluded **Guidelines:** The draft Compliance and Enforcement Policy needs to make reference to the following guidelines published by the Department of Environment: https://www.epa.nsw.gov.au/~/media/EPA/Corporate%20Site/resources/legislation/guidenotices06173.ashx **Taking of photos or video and the use of Drones** There needs to be clear guidelines as to the procedures for taking photos, video or the use of Drones. I have had a situation where a Council Officer has flown a Drone into the flight path that I use to come and go to my property in a helicopter. The officer had made no attempt to contact me and did not make a radio broadcast as to his intentions. This dangerous action cannot be

Number	Submission
	allowed to occur. Your Compliance and Enforcement Policy must outline a clear procedure as to the safe use of Drones by Council Officers or on behalf of Council.
17	**Submission on Northern Beaches Council** **Draft Compliance and Enforcement Policy** **General Points** **Shortage of compliance staff impacts policy** I believe the major weakness in NBC's compliance system is not the policy but the shortage of compliance staff. We need sufficient staff to be able to respond to all serious compliance issues, as well as those that might not be urgent or life threatening but which are regarded by the community as important. Additionally, we need enough compliance staff to be able to carry out routine proactive compliance, such as building site checks, patrols for street encroachments and for dogs on most of our beaches. **Risk based system could be excuse for inadequate compliance** The danger of a risk based compliance system is that without adequate staff, we're simply creating a way of excusing a lack of compliance in areas rated under the scheme as of Medium or Low priority. This would include issues such as Trees (already removed), Animal control and nuisances, overgrown vegetation and noxious weeds, for which I receive numerous complaints. **Unclear areas of responsibility** On some compliance issues, areas of responsibility seem to be unclear, and I have been referred back and forth between council departments without being able to find anyone able to take responsibility or to address the issue. This has particularly been the case regarding tree removal. It would be useful if the policy delineated clear lines of responsibility. **Points related to pages** **Page 137** - The **general lack of respect for council compliance** is due to the large number of issues residents tell me they report to staff but which appear to result in no action. Purpose and scope - The claim that the **decision to pursue action is based on the risk posed to public safety and the environment appears out of step with community expectations.** Eg The number of complaints I receive about dogs on beaches and the loss of trees in Pittwater. **Page 140** - What Council expects. **Complainants must be guaranteed absolute privacy.** I have heard of residents who believe their details have been revealed to those they have complained about. How do we deal with issues where a complainant is too scared to reveal their identity? What protections are there for complainants? **Page 141** - Preliminary assessments. **Priority should also be given to matters involving irreversible environmental harm or matters involving repeated and numerous reports.** Eg Illegal tree removal, dogs on beaches **Page 142 -** Role of private certifiers **Council should be developing and proposing a pathway to end private certification,** due to its inherent conflict of interest and the fact that the system generates so many complaints. **Page 146 -** Enforcement action Council should demonstrate transparency in **reporting the number of compliance complaints it receives each year and number of resulting investigations and enforcement actions.** **Page 149 -** Discretion **I believe there is a mismatch between council officers' use of discretionary powers and residents' expectations that breaches of council rules will be investigated and**

Number	Submission
	enforcement action taken. This, I suspect, goes back to the issue that we do not employ enough compliance officers, so that in fact "Discretion" could be used as an excuse for failing to take action.
18	Below are some comments to consider with the other submissions received from the community. • I think I would like to see a stronger statement that our strategic goal with this policy is to establish and maintain a culture of compliance, where the norm in the community is that they are playing by the rules. From this guiding principle, decisions are then made from a rubric of whether, and what form, of action in a given scenario either would promote or weaken that culture of compliance. Perhaps even some comments about seeking to discourage a lax approach to compliance in the community or an attitude that penalties for being caught are just a cost of doing business. My feeling is that there are many out there (not just in NB LGA but in general) who see council compliance as a matter of it being better to seek forgiveness than ask permission. • I think I would also like to see some stronger commitments/guidance around Council seeking to take a proactive role in compliance. I understand that it does not proactively review CDCs, I mean more more like proactive monitoring, random inspections, etc where Council makes it known that it's not purely reactive. • Page 5- In low is "waste storage". I think it should be clarified, I assume this relates to bin storage? As I wouldn't necessarily consider it to be a "low" priority issue if a waste storage facility was having breaches, or if a building site was having issues with how it was storing waste on site. I don't think this is what is meant, its just the wording is potentially unclear. • I think the policy needs to give some consideration to situations where there is another regulator who should be acting, but isn't. While there isn't much that can be done if the issue is one where Council has no power whatsoever (Eg enforcing environment protection licences), there are other issues like privately certified development where there is a degree of co-regulation, and issues where conduct may be a breach of both (say) pollution laws and planning laws. While the policy speaks to Council handing issues over to another appropriate regulatory authority, I'm not sure that's an entirely satisfactory answer that Council will contently do nothing if the other agency is being lax, and Council does have powers it could use. • Page 14 – add further point i) about considering the compliance history of the owner/builder/certifier, their attitude towards being regulated, and level of cooperation

Document administration	
Version	1.0
Date	November 2023
Approval	Content provided and approved by Environmental Compliance Team. Responsible manager: Executive Manager, Environmental Compliance
Status	Final
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.

Council Policy (NBC2024/XXXX)
Compliance and Enforcement Policy

Purpose

This Policy sets out the approach to compliance and enforcement taken by Northern Beaches Council (Council). It explains how we determine our priorities, allocate resources, and make decisions to achieve reasonable and defendable regulatory outcomes for the community and businesses.

Council as a regulatory authority takes a risk-based approach in exercising its discretionary powers to undertake enforcement action to address matters of public safety or environmental harm. Council seeks to work collaboratively with the community to achieve fair, balanced, and proportionate compliance outcomes.

Internal decision-making processes on compliance and enforcement decisions are also guided by the NSW Ombudsman's Enforcement Guidelines for Councils as well as industry guidance.

Scope

The Policy applies to all employees of Northern Beaches Council with responsibility for managing and investigating regulatory issues that are the responsibility of Council and in which Council has appropriate regulatory power.

These activities may include:

- Development and building control
- Pollution control and environmental degradation or damage
- Environmental health
- Public safety
- Wastewater systems
- Companion animals
- Food safety
- Fire safety
- Tree preservation and land clearing
- Residential swimming pool safety
- Illegal dumping
- Concerns relating to Council reserves, assets, and infrastructure

This Policy does not apply to on-street parking related matters as these are regulated by the issuing of Penalty Infringement Notices that are generally issued on the spot and under the *Fines Act 1996.* Revenue NSW is the administrative authority to conduct internal reviews of representations in relation to these matters.

Policy Statement

Council is committed to balancing individual and community interests to appropriately allocate resources that present the highest risk. Choosing the appropriate regulatory option involves weighing up sometimes competing interests and priorities.

The following principles underpin our compliance and enforcement decisions:

Principle	Action
Accountability and transparency	• acting in the best interests of public health and safety and the environment. • acting fairly and impartially and without bias or unlawful discrimination. • providing information on compliance and enforcement priorities and reasons for decisions to promote trust within the regulated community. • acting on any complaints or concerns about the conduct of compliance officers in accordance with Council's complaints management policy and procedures • advising parties subject to enforcement action of any avenues available to seek independent review of Council's decisions where relevant.
Fairness and Consistency	• ensuring all compliance and enforcement action is implemented fairly and consistently. • encouraging reports about possible unlawful activity by acting reasonably in response to the circumstances and facts of each matter.
Proportionality	• ensuring the level of enforcement action is proportionate to the level of risk and seriousness of the breach. • making cost-effective decisions about enforcement action • taking action to address harm and deter future unlawful activity.
Flexibility	• the application of this policy and exercise of discretion may be applied flexibly based on the circumstances as required, for example during major environmental or public health incidents.
Timeliness	• ensuring responses to reports alleging unlawful activity and decision making in relation to those is timely.

Responsibilities

All Council staff who respond to enquiries regarding enforcement and compliance matters are to abide by the principles of this Policy and the Code of Conduct. Council staff authorised by the Chief Executive Officer to undertake these functions, include Environmental Health Officers, Building Surveyors, Building Compliance Officers, Rangers, and other Authorised Officers.

Council staff will:

- treat all relevant parties with courtesy and respect.
- where appropriate, communicate with all relevant parties and provide feedback on the progress of an investigation and any reasons for delay without compromising the integrity of the investigation.
- make full and proper records in relation to the assessment and investigation of reports alleging unlawful activity, including reasons for any decisions.
- where appropriate, update relevant parties of the reasons for a decision, and on the outcome of investigations.
- provide information to all relevant parties about any avenues to seek an internal or external review of a decision.

All reports alleging unlawful activity are to be entered into Council's case management system.

Risk-based approach to Compliance

A risk-based approach to compliance ensures our effort is focused on activities that pose the greatest risk to the public, environment, or the integrity of our regulatory frameworks.

All customer enquiries are reviewed using a risk-based approach and are triaged to determine their priority/urgency.

Matters identified as greatest risk (urgent/high), will be actioned as a priority.

Matters that present as medium risk will be investigated as resources permit.

Low risk cases will be recorded and reviewed to determine whether an investigation will be undertaken. Based on the principles outlined in this policy, if a decision is made not to investigate, the decision is recorded by the investigating officer and the reasons for that decision clearly explained to the person who reported the matter.

The factors that will be taken into consideration in assessing risk include but are not limited to:

- the currency of the breach, for example is the breach continuing or has it stopped and/or been remedied, or the age of the works or issue of concern
- is the activity permissible without any consent or approval.
- are conditions of a consent or approval being complied with.
- is the activity having a significant detrimental effect on the environment or does it constitute a risk to public health, safety and amenity.
- has there been previous complaints about the subject premises or the person or organisation.
- is the complaint trivial, frivolous, vexatious or unreasonable in accordance with

the NSW Ombudsman's Unreasonable Conduct by Customers Model Policy 2022
- Overall, is it in the public interest to investigate the complaint.

Decision to take Enforcement Action

Following an investigation, Authorised Officers will determine whether:
a) enforcement action is necessary to remedy a breach or non-compliance, and
b) if there is sufficient evidence available to fulfil the legal requirements in order to pursue the action.

All enforcement action must comply with legal requirements.
When considering whether to take an enforcement action, Authorised Officers will consider the following:

- the seriousness of the breach, including whether the breach is merely technical or "trivial" in nature.
- the currency of the breach, for example is the breach continuing or has it stopped and/or been remedied.
- the compliance history of the offending party and level of cooperation in addressing the concern.
- the level of harm or potential harm to the environment or public health, safety or amenity caused by the unlawful activity and whether that harm is ongoing.
- whether an educative approach might be more appropriate in the circumstances than a punitive action.
- the need for general and specific deterrence.
- whether the breach can be easily remedied.
- any particular circumstances of hardship affecting the complainant or the person who is the subject of the complaint.
- any precedent that may be set by not taking enforcement action.
- the statutory time limits within which certain enforcement proceedings must be commenced. Sometimes legal action may be statute barred despite good evidence that unlawful activity has occurred.

Discretion

The taking of enforcement action by Council and its officers is a discretionary power. This means that, whilst Council is provided with the authority to enforce a law, there is no legal obligation to do so, not even at the insistence of a third party.

When exercising discretion, Council officers are obliged to:
- use discretionary powers in good faith, including for the intended and authorised purpose;
- base their decisions on facts and findings supported by evidence, only relevant considerations and not irrelevant ones;
- give proper, genuine and realistic consideration to the merits of the case, including weighing- up the importance of relevant factors;
- exercise discretion independently and not under the direction of a third party or body;
- make decisions in accordance with relevant rules or policies but not inflexibly; and
- observe the basic rules of natural justice and procedural fairness.

The decision to pursue regulatory action will also be made impartially and will not be influenced by any inappropriate reference to race, religion, sex, national origin or political association, nor will it be influenced by matters that are of a civil nature or a private dispute.

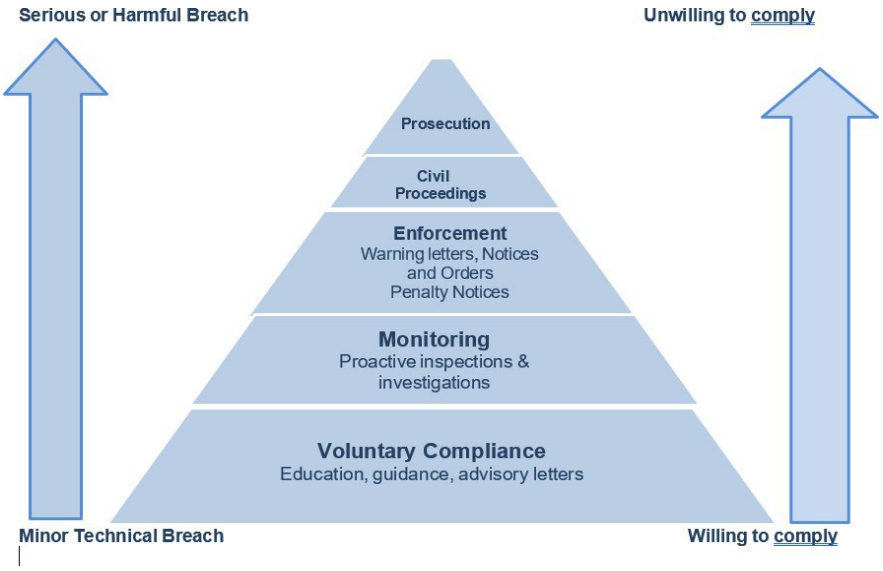
Enforcement Options

Any enforcement action taken by Council will depend on the circumstances and facts of each case.

At all times, Council's key concerns are:

- to prevent or minimise harm to health, welfare, safety, property or the environment
- to influence behavioural change for the common good and on behalf of the community.

The following enforcement options reflect an escalation response that is proportionate to the level of risk of harm to public safety or the natural environment, the seriousness of the confirmed breach and need for a deterrent and/or remedy:



Delegations

The relevant staff delegations for taking action under this policy are included in Council's Delegation Register.

Relevant Legislation

This policy applies to the enforcement of all Acts and their associated Regulations, Standards and Rules administered by Council, including, but not limited to:

Local Government Act 1993
Environmental Planning and Assessment Act 1979
Food Act 2003
Protection of the Environment Operations Act 1997
Public Health Act 2010
Boarding Houses Act 2012
Swimming Pools Act 1992
Companion Animals Act 1998
Roads Act 1993
Road Transport Act 2013
Public Spaces (Unattended Property) Act 2021
Biosecurity Act 2015
Contaminated Land Management Act 1997
Crown Land Management Act 2016
Fines Act 1996
Heavy Vehicle National Law (NSW)

Definitions

Term	Definition
Authorised Officer	• Council employee authorised under legislation and by internal delegations to carry out compliance action on behalf of Northern Beaches Council. • Each Authorised Officer is required to carry their identification and authorisation under the particular legislation they are acting under. This is a written authority setting out the Acts under which they are authorised. The relevant sets out the powers of authorised officers. Council's officer will employ different powers under each Act and in some cases may enter premises and undertake investigations utilizing powers under several Acts.

Discretion	The taking of enforcement action by Council and its officers is a discretionary power. This means that, whilst Council is provided with the authority to enforce a law,-there is no legal obligation to do so, not even at the insistence of a third party. When exercising discretion, Council officers are obliged to: • use discretionary powers in good faith, including for the intended and authorised purpose; • base their decisions on facts and findings supported by evidence, only relevant considerations and not irrelevant ones; • give proper, genuine and realistic consideration to the merits of the case, including weighing- up the importance of relevant factors; • exercise discretion independently and not under the direction of a third party or body; • make decisions in accordance with relevant rules or policies but not inflexibly; and • observe the basic rules of natural justice and procedural fairness. The decision to pursue regulatory action will also be made impartially and will not be influenced by any inappropriate reference to race, religion, sex, national origin or political association, nor will it be influenced by matters that are of a civil nature or a private dispute.
Powers of Entry	Are specified within the legislation being relied upon by the authorised officer. Although in most instances prior notice is given to afford procedural fairness to the property owner/occupier, this either may not be required if there is a statutory power to inspect without the requirement for prior notice as may be the case for non-residential premises or emergency situations. There may also be instances where officers can make observations without the need to physically attend a property, such as cases where a non-compliance can clearly be observed from neighbouring land.
Report of unlawful activity	An expression of concern or a request for service about an alleged unlawful activity where a response or resolution is explicitly or implicitly expected or legally required.

Unlawful Activity	**Unlawful activity** – this expression includes any activity or work that has been or is being carried out contrary to the law, as well as any state of affairs where there has been or is a failure or unpreparedness to take action so as to be compliant with the law, as more fully described below: • a contravention, breach or non-compliance with conditions of a development consent, approval, permit or licence • a contravention, breach or non-compliance with an Act, regulation, environmental planning instrument or other instrument that controls and regulates the activity, work or state of affairs • a failure to obtain any required development consent, approval, permit or licence in respect of the activity, work or state of affairs • any other actionable contravention, breach or non-compliance with the law pertaining to one or more of the matters falling within the scope and operation of this Policy. and includes any activity, place or structure which is a risk to public health and safety but excludes any parking or traffic offences, which are dealt with in accordance with the Road Rules 2014 (NSW).

Other resources

1. The NSW Ombudsman website has the following helpful resources at www.ombo.nsw.gov.au:

2. Managing unreasonable conduct by complainants Model policy, July 2022
   Effective complaint handling guidelines – 3rd edition

3. *Good Conduct and Administrative Practice - Third edition, March 2017* Options for Redress

4. *Enforcement guidelines for Councils, December 2015*

See also:

1. Commonwealth Director of Public Prosecutions (2021), *Prosecution Policy of the Commonwealth: Guidelines for the making of decisions in the prosecution process*

2. NSW Planning, Industry and Environment (2021), *Prosecution Guidelines.*

3. NSW EPA Powers and notices guideline for authorised officers and enforcement officers

4. NSW EPA guideline on the use of unmanned aircraft

Responsible Officer
Executive Manager Environmental Compliance

Review Date
Four years from date of adoption (once per Council term).

Revision History

Revision	Date	Status	TRIM Ref
1	2 May 2023	Draft Northern Beaches Council Compliance and Enforcement Policy for public exhibition.	2023/282227
2	29 March 2024	Post exhibition amendments to Northern Beaches Council Compliance and Enforcement Policy.	2023/722023

northern beaches council

Community and Stakeholder Engagement Report

Crown Reserve Land Categorisation

Impact level: Three

Report date: March 2024

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1. Summary[1]

This report outlines the community and stakeholder engagement conducted as part of the Crown Reserve Land Categorisation project.

A report regarding proposed land categories for 35 Crown reserves (at 33 locations) was presented at the Council meeting held 23 June 2020 (Item 13.4) where Council subsequently resolved (Resolution 153/20):

That the matter be deferred for two months during which time community consultation will be undertaken.

In response to Resolution 153/20 community consultation was undertaken from 24 August 2020 to 11 October 2020. 70 submissions were received.

Key stakeholders such as resident and special interest groups as well as those with direct relationship with the reserves, such as sporting groups, golf clubs and Surf Life Saving Clubs, were invited to make a submission. The general community were invited to comment through Council's regular Community Engagement emails via the Council and Have Your Say website.

Proposed land categories for the Manly Warringah War Memorial State Park (MWWMSP) were discussed at five meetings of the MWWMSP Advisory Committee prior to the broader community engagement process. A summary of submissions relevant to MWWMSP were discussed at the Advisory Committee meeting held on 9 November 2020.

1.1. Engagement date

24 August 2020 to 11 October 2020

1.2. How we engaged

Your Say	Visitors: 2816	Visits: 3476	Av. time onsite: 1m18secs
EDM(s)[2]	Community Engagement newsletter: 2		Distribution: 20,000
	Council eNews: 3		Distribution: 155,000
	Stakeholder emails:		54 resident associations + 31 sporting and recreation groups including relevant golf clubs and Surf Life Saving Clubs
	Memo to Customer Service		
	Meetings held with (including by phone): Manly Warringah War Memorial Remembrance Trust Manly Warringah War Memorial State Park Advisory Committee		

[1] 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.

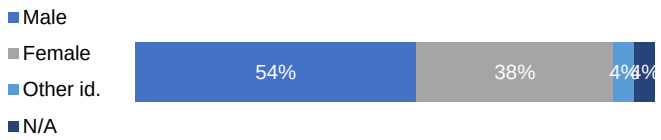
[2] Electronic direct mail

Key stakeholder meetings	Wakehurst Golf Club Aquatic Reserve baseball representative Palm Beach Whale Beach Residents Association representative	
Submissions	On-line Form: 1	Forms Completed: 55
	Interactive document: 1	Comments on the Document: 9 (from 5 people)
	Email submissions	6 (3 from same individual/group)
	Verbal submissions (e.g. phone meetings)	4
	*Note that some groups/individuals made multiple submissions, including in some cases the same submission via multiple channels	

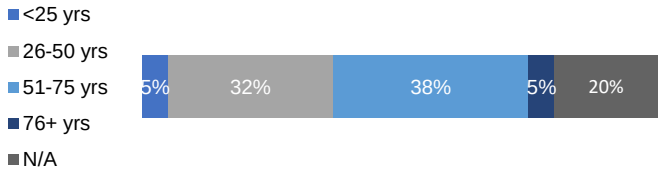
1.3. Who we engaged[3]

Total people engaged	3,500 (Your Say views, emails, phone calls, meetings)	Total submissions	70

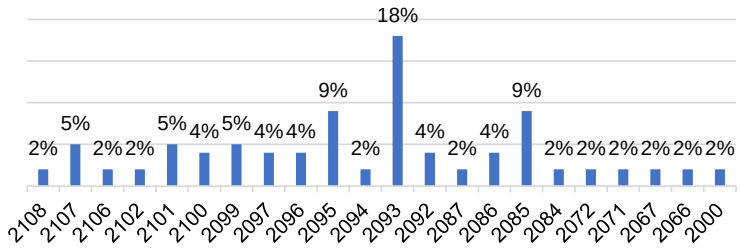
Gender



Age group(s)



Postcode(s)



[3] No demographic data was captured for respondents who contributed feedback through the interactive document on Your Say or via comments outside of Your Say.

Feedback themes	• General comments on the process. • Comments on categories documented in existing plans of management. • Feedback on specific reserves. • Some comments were out of scope for this categorisation process

2. Background

Land categories are required to be identified for Crown reserves for which Council is Crown Land Manager as part of an obligation under the *Crown Land Management Act 2016 (CLM Act)*. The *CLM Act* legislates that Council is required to manage Crown land in the same manner as Community land, in accordance with the *Local Government Act 1993 (LG Act)*.

This is an initial land categorisation process and only relates to current/existing use. It does not propose any change of use for the subject Crown reserves or indicate desired future use.

Following this process, Council can then prepare new or updated Plans of Management (PoM) for the affected reserves. The relevant community engagement requirements and process will be followed at that time.

3. Engagement objective(s)

- Objective 1: build community and stakeholder awareness of participation activities (inform)
    - We promoted the project via the Council and Have Your Say website as well as various Council newsletters. These include Council's E-News, Have Your Say engagement newsletter.
    - We sent an email to our list of resident associations and special interest groups on the Northern Beaches informing them about the public exhibition and inviting them to share with their members and provide a comment.
    - We sent an email to sporting groups and clubs on the Northern Beaches that we felt would have an interest in this project and invited them to make a comment.
- Objective 2: provide accessible information so community and stakeholders can participate in a meaningful way (inform)
    - We provided some information online via the Your Say project page[4] including: a summary of the project, the document containing the proposed categories, some background documents, related Council reports and a section with answers to a range of questions to help people navigate through the documentation.
- Objective 3: identify community and stakeholder concerns, local knowledge and values (consult)

[4] https://yoursay.northernbeaches.nsw.gov.au/crown-reserve-land-categorisation

- Feedback was collected through an online submission form on the Your Say project page as well as via an interactive document that allowed people to provide a comment directly into the relevant section of the document. Email and written comments were also accepted.
- Contact details for the project manager were provided should anyone have a question or want to discuss the project over the phone.
- Meetings were held with key stakeholder groups to gather feedback on specific issues.

4. Engagement approach

Crown Reserve Land Categorisation community engagement was planned, implemented and reported in accordance with Council's Community Engagement Matrix (2017).

Engagement focused on gauging support and understanding community and stakeholder feedback about the proposed land categories for 35 Crown reserves, as part of an obligation under the *CLM Act*.

We were agile and responsive during the consultation period, modifying the Your Say page to clarify content, organising stakeholder meetings upon request and providing an extended public exhibition period to ensure we heard from as many as possible. Follow up phone calls were made to key stakeholder to ensure that they had received the invitation to comment and understood the project.

The engagement approach gave consistent and accessible information and asked a uniform set of questions of participants in all activities. Results provide responses across a spectrum of demographics, expertise, experience and understanding of our local government area.

4.1. Engaging with diverse communities

Lack of access to information is a key barrier in engaging our diverse communities. This project's approach took engagement to the community, rather than expecting community to come to Council.

We worked with our Youth and Community Development teams (liaisons to our young people, multicultural communities and not-for-profit organisations/community services) and utilised their platforms and networks to share information, increase project exposure and awareness, and reach a diverse audience.

During the consultation period, an invitation to provide feedback on the proposed crown reserve land categories was included in Council's Religious and Cultural Leaders Newsletter. Inclusion in this newsletter is important to reach people of culturally and linguistically diverse background.

5. Findings[5]

Topic/Reserve	Sub topic	What we heard	Response
General	Plans of Management	Support for retaining existing categories where they are already specified in a plan of management.	Noted
	Existing use	Support for proposed categories where they reflect existing use.	Noted
	Environmental protection	Natural areas to be retained at all relevant reserves.	The proposed categories do not facilitate any loss of bushland.
	Reserves included	Question why these reserves were included in the categorisation process and not others such as Baringa/Koobilya Reserves and the former Manly Hospital site.	This categorisation process is only for certain Crown reserves for which Council is Crown Land Manager and as requested by the State Government. The sites mentioned in the submission are not Crown reserves and are not subject to this categorisation process as directed by the State Government.
	Change of use	Concern that proposed categories may facilitate changes in use and in particular an intensification of use of reserves that are already busy, having flow on affects to surrounding areas, for example, traffic and parking.	The categorisation process is to document existing use only. No change of use is proposed.
	Mountain biking	Question whether any other reserves aside from Manly Dam have been considered for mountain biking and to be categorised accordingly.	This categorisation process is to reflect existing use. Potential future use can be considered when plans of management are developed or updated. Opportunities for new and improved off road cycling facilities are

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

Topic/Reserve	Sub topic	What we heard	Response
		Suggestion that Crown land plans of management need to accommodate bike riding.	outlined in Council's Let's Play! Open Space and Outdoor Recreation Strategy and Action Plan 2022.
Tania Park, Balgowlah Heights		Request for the Sportsground category to be extended to the road rather than have a sliver of vegetation categorised as Natural Area.	The proposed categories for Tania Park were reviewed. Rather than extend the Sportsground category, the area mentioned in the submission is now proposed to be Park as an extension of the playground area. A further section of Park was created between the road and adjoining National Park along the eastern boundary of the reserve. Additional Natural Area has been proposed around the southern boundary of the reserve where the bushland adjoins Sydney Harbour National Park.
Pittwater Park, Palm Beach		Request for section of jetty leading to wharf to be categorised General Community Use.	Agreed. Change made.
St Matthews Farm, Cromer		Suggestion to alter the boundary of the Sportsground category to fully capture the cricket nets.	The boundary between the Sportsground and Natural Area categories has been amended to reflect the current sporting facilities and bushland areas respectively.
		Concern about the sportsground encroaching on the bushland.	
Griffith Park, Collaroy		Support for proposed categories.	Noted
		Request to increase the Natural Area category along the eastern boundary to allow a buffer to the Sportsground category of the golf course.	Proposed categories reflect the reserve features in its current form and use. No change.
Mona Vale Golf Course		Suggestion to alter the boundary of the Sportsground category to better reflect the area managed by the golf course.	Agreed. Change made.
		Support for proposed categories.	Noted
		Enquiry why only half the golf course is proposed to be categorised.	Half the golf course is Crown land and subject to this categorisation process. The

Topic/Reserve	Sub topic	What we heard	Response
			other half is community land and not affected by this current categorisation process.
Governor Phillip Park, Palm Beach		Support for proposed categories.	Noted. No change.
		Request for appropriate buffer with foreshore be retained.	Noted. No change.
McKillop Park, Freshwater		Request to categorise the car park and swim club General Community Use.	There is an opportunity to amend the categories of McKillop Park to improve the consistency with other similar reserves, including categorising the car park and swim club as General Community Use. However, this would be best done when the existing plan of management is updated and with the appropriate community engagement at that time. The categories proposed are those in the existing plan of management. No change.
		The car park adjoining the diggers is intended to be reverted back to park/passive open space according to the Freshwater Coastal Masterplan and Harbord Diggers DA Masterplan.	The car park is already proposed to be categorised as Park as this is consistent with the current plan of management. No change required.
Balgowlah Oval and Balgowlah Park		Support for proposed categories.	Noted. No change.
		Questions why the creek is not defined as Watercourse.	The original process did not require Council to nominate a subcategory (e.g. Watercourse). The process has since changed and the relevant subcategory of Watercourse has been applied to the riparian zone.
		The riparian zone is part of the golf course and should be categorised as Sportsground.	A riparian zone is a sensitive environment and warrants recognition and management as Natural Area with the subcategory of Watercourse. No change.
		The Sportsground category should reference the golf course.	The justification for the Sportsground category already makes reference to the golf course. No change.

Topic/Reserve	Sub topic	What we heard	Response
Seaforth Oval		Seaforth Oval includes important peri urban bushland and wildlife corridor.	The Natural Area category has been proposed for relevant sections of Seaforth Oval. Some amendments made.
18 Walter Road, Ingleside		Reserve has threatened micro bats. Support for retention as bushland.	This reserve is proposed to be categorised predominantly Natural Area, with the communications tower and associated access road as General Community Use. No change.
Forty Baskets, Balgowlah Heights		Support for categories that protect the natural environment.	The Natural Area category has been proposed here as appropriate, along with the Park category. No change.
Shelly Beach Reserve, Manly		Support for proposed categories.	Noted
		Concern about any changes that may affect privacy and security of nearby residents.	The categorisation process does not propose or facilitate any changes of use in the area.
Queenscliff to Manly Beach foreshore		Support for proposed categories.	Noted
Collaroy Beach		Support for proposed categories.	Noted
Governor Phillip Lookout, Beacon Hill		Support for protection of bushland and as a priority wildlife corridor.	This reserve is proposed to be categorised as Natural Area Bushland.
Katoa Reserve, Warriewood		Request for appropriate buffer with wetland.	Noted
Bilarong Reserve, North Narrabeen		Request for appropriate buffer with foreshore.	Noted
Bonnie doon Wharf, Coasters Retreat		Question why Bennetts Wharf (Crown Reserve R1010809) was not included in the list of reserves.	Bennetts Wharf was included in an earlier round of categorisations endorsed by Council in February 2019 and is categorised as General Community Use.

Topic/Reserve	Sub topic	What we heard	Response
Manly Warringah War Memorial State Park	General	Support for proposed categories.	Noted
Manly Warringah War Memorial State Park	War memorial monument	Request for the war memorial monument and surrounding area to be categorised Area of Cultural Significance instead of Park.	Agreed. Change made, although this area was already covered by the Area of Cultural Significance overlay.
Manly Warringah War Memorial State Park	Reserve purpose	Support for requesting the additional reserve purposes of 'Environmental Protection' and 'Preservation of Native Flora and Fauna' for the whole park, including Aquatic Reserve.	The original reserve purpose is 'Public Recreation.' Requesting the additional reserve purposes of 'Environmental Protection' and 'Preservation of Native Flora and Fauna' is an Action in the Manly Warringah War Memorial Park Plan of Management 2014. The Plan of Management indicates that these additional reserve purposes would be appropriate for reflecting the natural values of the reserve. It is proposed that the whole reserve, including Aquatic Reserve, be attributed these additional reserve purposes. No change.
		Request to change the 'Public Recreation' purpose to 'Recreation and Nature Conservation.'	The existing reserve purpose of 'Public recreation' combined with the proposed additional reserve purposes of 'Environmental Protection' and 'Preservation of Native Flora and Fauna' are appropriate for recognising the recreation and natural values of the reserve. No change.
		There is no overlay (as with the Area if Cultural Significance overlay) to protect natural areas within the Park.	The proposed additional reserve purposes of 'Environmental Protection' and 'Preservation of Native Flora and Fauna,' if applied, will provide broad recognition of the natural

Topic/Reserve	Sub topic	What we heard	Response
			values of the whole reserve, including Aquatic Reserve.
Manly Warringah War Memorial State Park	Aquatic Reserve – Area of Cultural Significance Overlay	Support for proposed categories for Aquatic Reserve including exclusion from the Area of Cultural Significance overlay due to history of landfill and sporting use.	Noted. No change
		Request to include Aquatic Reserve in the Area of Cultural Significance overlay. Reasons include: - Aquatic Reserve falls within the boundary of the Manly Warringah War Memorial State Park - The aim of the Area of Cultural Significance overlay is to acknowledge and preserve the reserve as a war memorial park - Aquatic Reserve is an integral part of the Manly Warringah War Memorial State Park and was included in the previous plan of management - Aquatic Reserve falls within the Manly Dam Catchment which has significance as a former independent regional water supply - Manly Warringah War Memorial Park was dedicated as a war memorial in the 1920's and rededicated in the 1990's - Aboriginal sites have been recorded in the park and are evidence of Aboriginal occupation in the area - Duffys Forest Ecological Community is a high priority for conservation - The Manly Warringah War Memorial State Park requested the whole park be included in the Area of Cultural Significance overlay	The Manly Warringah War Memorial State Park Advisory Committee asked if it was possible to include the overlay of Area of Cultural Significance and Council staff investigated this option. Upon enquiry, Crown land advised (by phone) that an overlay of Area of Cultural Significance would not normally be supported over a sportsground, however, they understood the reasoning for including the golf course, i.e. Aboriginal sites. There is no evidence to support that the sporting and recreation precinct of Aquatic Reserve has any cultural significance. Aquatic Reserve has a long history of being used for various sporting and recreational pursuits and prior to that was used as landfill. The main sporting and recreational uses are baseball and the aquatic centre, there is also a skate board ramp. Aquatic Reserve was included within the superseded Manly Warringah War Memorial Park Plan of Management (1998). However, when the current plan of management was adopted by Council in 2014 Aquatic Reserve was excluded, with the intention to include it in a future generic Sportsground Plan of Management. Aquatic Reserve is not included within the NSW heritage listing for Manly Dam.

Topic/Reserve	Sub topic	What we heard	Response
		- There were some objections from the community regarding excluding Aquatic Reserve from the 2014 plan of management.	The reserve is highly disturbed and does not have any known Aboriginal sites and there is low likelihood of unknown sites being discovered. The Aboriginal Heritage Office supports the exclusion of Aquatic Reserve from the Area of Cultural Significance overlay. Areas of Duffys Forest Ecological Community are proposed to be categorised as Natural Area and will be further recognised through the proposed additional reserve purposes of 'Environmental Protection' and 'Preservation of Native Flora and Fauna.' Natural heritage values do not fall within the category objectives of Area of Cultural Significance. Under the Warringah LEP 2011 Aquatic Reserve is not included within the Manly Dam heritage conservation area. Aquatic Reserve has been managed as a recreation and sporting precinct for decades, with strong regard shown to the reserve's place within the broader catchment of Manly Dam. The proposed categories best represent the current use of the reserve. No change.
Manly Warringah War Memorial State Park	Aquatic Reserve – Natural Area category	Expand the Natural Area category to capture the vegetation, including Duffys Forest Ecological Community, around the baseball fields, in the vicinity of the carpark as well as the trees between the aquatic centre and baseball fields. This will provide habitat links and connectivity within the reserve. Categorising bushland surrounding sporting areas will protect it from encroachment.	The vegetation around the baseball fields and in the vicinity of the car park at Aquatic reserve was identified by the proposed Natural Area category following early consultation with the Manly Warringah War Memorial State Park Advisory Committee and the Save Manly Dam Catchment Committee. The proposed categories for Natural Area and Sportsground are in line with the current vegetative boundary. No

Topic/Reserve	Sub topic	What we heard	Response
			further amendments are required to address this. The trees between the aquatic centre and baseball fields do not fall within the definition of the Natural Area category objectives. Trees are be managed and protected by legislation such as the *Threatened Species Act*, as appropriate. No change.
Manly Warringah War Memorial State Park	Aquatic Reserve – Aquatic centre	Request for the aquatic centre to be categorised as Sportsground instead of General Community Use which is very broad.	The potential categories of Sportsground and General Community Use were discussed with the Manly Warringah War Memorial State Park Advisory Committee. General Community Use was supported by the majority of committee members. The aquatic centre is a large indoor outdoor facility with several businesses operating within in it. Council's other aquatic centre, the Manly Andrew Boy Charlton Pool, is also categorised as General Community Use. No change.
Manly Warringah War Memorial State Park	Golf course	Support for the proposed category of Sportsground and overlay of Area of Cultural Significance for the golf course.	Noted
		Request for the pockets of bushland on the golf course to be identified as Natural Area. Reasons include: - The golf course is included in the heritage conservation area of Manly Dam according to the Warringah Local Environment Plan 2011 - The pockets of bushland provide high habitat value	Agreed. Maps amended to categorise the pockets of bushland within the golf course as Natural Area.

Topic/Reserve	Sub topic	What we heard	Response
		- The significant surrounding bushland of Manly Dam make these pockets of bushland important for connectivity - Aboriginal sites within the bushland pockets - Waterways in the vicinity of the fairways and the golf course's location within the broader Manly Dam catchment - The Natural Area category, rather than Sportsground, would require a different management regime more suited to the bushland pockets - Consistent with the vision of the Manly Warringah War Memorial Park Plan of Management 2014 to: • *A protected unique natural area with a diversity of flora and fauna, good water quality and scenic views; and* • *Low key and well maintained visitor facilities and a wide range of recreational opportunities, which do not detract from the park's ecological and aesthetic values.* - Consistent with the principles of management for the Park that aim to protect and enhance natural features and processes as well as flora and fauna.	
		Support for not identifying the pockets of bushland on the golf course as Natural Area.	See above for response.
Manly Warringah War Memorial State Park	Mountain biking	Request to categorise the mountain bike track as Sportsground.	Tracks and trails in bushland areas are managed sustainably under the Natural Area category. Mountain biking is primarily an

Topic/Reserve	Sub topic	What we heard	Response
			informal recreation activity not an organised sport. Identifying the current configuration of the mountain bike track as Sportsground would limit opportunities to realign the trail if required to alleviate environmental or safety concerns. No change.

6. Appendix 1 - Verbatim community and stakeholder responses*

Click here to view the following community and stakeholder responses:

Appendix 1 Crown Reserve Land Categorisation - Community Engagement Report - Community and Stakeholder Submissions

*Personal details have been redacted where possible.

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Proposed Crown Reserve Land Categories

March 2024

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Proposed Crown reserve land categories

Allambie Heights

1. Manly Warringah War Memorial State Park including Aquatic Reserve

Reserve/Dedication	68892
Purpose/s	Public Recreation
Proposed categorisation	Natural Area Bushland Natural Area Watercourse Sportsground General Community Use Park Area of Cultural Significance Area of Cultural Significance overlay

Justification for assigned categorisation

Sportsground – applying to the golf course and associated facilities as well as the baseball fields and associated facilities and car park in the north of the reserve (Aquatic Reserve) as these most closely align with the category objectives encompassing use for organised and informal sporting activities and games. Strong regard is given to the leafy nature of the car park which contains mature trees and the vegetation on the golf course as well as the surrounding natural environment. These are protected by relevant legislation and policies. A small section of the Bantry Reserve sportsfield also falls within the south western boundary of reserve 68892 and has been categorised Sportsground to align with the remainder of the sportsfields at Bantry Reserve.

General Community Use – applying to the Warringah Aquatic Centre and Manly Dam office / depot as these most closely align with the category objectives encompassing use as facilities to meet the current needs of the local community and of the wider public.

Park – applying predominantly to the larger Section 1 picnic area within Manly Dam, including the playground, boat ramp and adjoining car parks as these most closely align with the category objectives as providing for passive recreational games or pastimes.

Natural Area Bushland – applying to the bushland including the sensitive bushland surrounding the baseball fields at Aquatic Reserve and the smaller Section 2, 3 and 4 picnic areas and associated car parks and amenities - in line with the category objectives to provide for community use of and access to the land in such a manner as will minimise and mitigate any disturbance caused by human intrusion. Note that the bushland contains extensive mountain bike and walking trails.

Also applying to tracts of sensitive bushland within the golf course which provide important habitat value, connectivity and protection for Aboriginal sites within.

Natural Area Watercourse – applying to the waterbody – in line with the category objectives to protect and manage the watercourse environment and support community access to and use of the watercourse including swimming, water skiing and other water craft.

Area of Cultural Significance – applying to the war memorial area at picnic area 1.

Area of Cultural Significance Overlay – applying over the area that falls within the boundary of the existing Manly Warringah War Memorial Park PoM (2014) including the golf course but not including Aquatic Reserve. This same area was listed on the NSW Heritage Register in 2023 and is identified as a conservation area in the Warringah Local Environment Plan 2011.

The aim of the Area of Cultural Significance overlay is to acknowledge and preserve the reserve as a war memorial park as per the Manly Warringah War Memorial Park PoM. Also to acknowledge the significant Aboriginal culture and heritage of the reserve, including the golf

course, which is evident through the many Aboriginal sites.

The Area of Cultural Significance overlay is not proposed to apply to Aquatic Reserve which historically serves a different purpose, facilitating more active sport and recreation at the aquatic centre and baseball fields. Aquatic Reserve is mentioned in the former Warringah Council Sportsground PoM. There are no known recorded Aboriginal sites at Aquatic Reserve. Aquatic Reserve is largely highly disturbed and the likelihood of locating unrecorded Aboriginal sites is low. While acknowledging that the whole of the Northern Beaches could be considered an Aboriginal cultural landscape, the Aboriginal Heritage Office supports the exclusion of Aquatic Reserve from the Area of Cultural Significance overlay.

It is noted that there is some sensitive bushland within Aquatic Reserve, however, this does not fit with the category objectives of Area of Cultural Significance. The bushland areas are proposed to be categorised as Natural Area as mentioned above. Instead, additional reserve purposes are requested (see below) to offer additional recognition of the natural values of the whole reserve, including Aquatic Reserve.

Additional Reserve Purposes

The Manly Warringah War Memorial Park PoM (2014) indicates that additional reserve purposes would be appropriate to better reflect the natural values of the Park. Recommended additional reserve purposes are ‘Environmental Protection’ and ‘Preservation of Native Flora and Fauna.’

Community Engagement

Consultation regarding the proposed categories included engagement with the Manly Warringah War Memorial State Park Advisory Committee, Manly Warringah War Memorial Remembrance Trust, Wakehurst Golf Club, baseball representatives, Save Manly Dam Catchment Committee and mountain bike riders.

The categories were discussed at six meetings of the Manly Warringah War Memorial State Park Advisory Committee and many amendments were made in response to their feedback, however, their support was not unanimous.

The Aboriginal Heritage Office were consulted regarding the Area of Cultural Significance overlay and are supportive of excluding Aquatic Reserve from the Area of Cultural Significance overlay.

Please see four images below illustrating the proposed categories for Manly Warringah War Memorial State Park. Image 1 shows the full reserve. Images 2,3, and 4 show extracts of Aquatic Reserve, Picnic Area 1 and Wakehurst Golf Course respectively.

Legend for following maps



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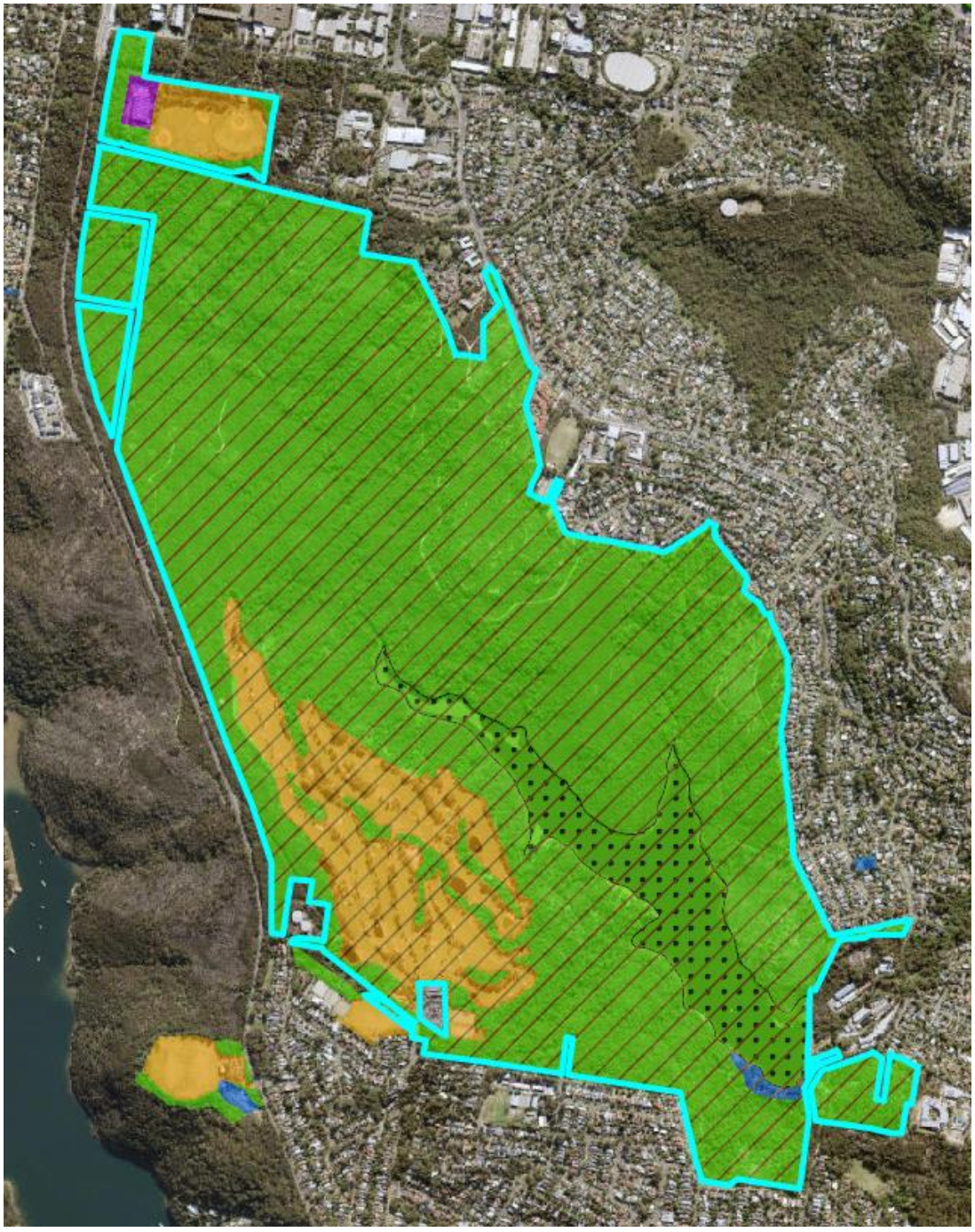


Image 1: Whole reserve

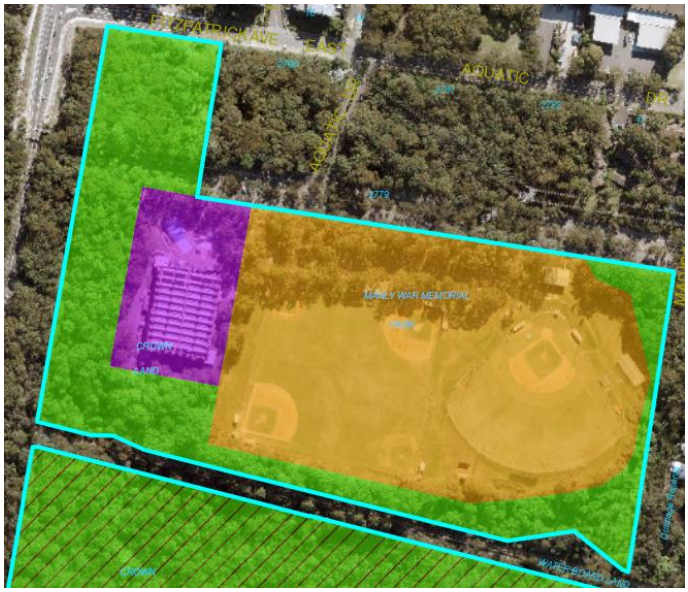


Image 2: Aquatic Reserve extract

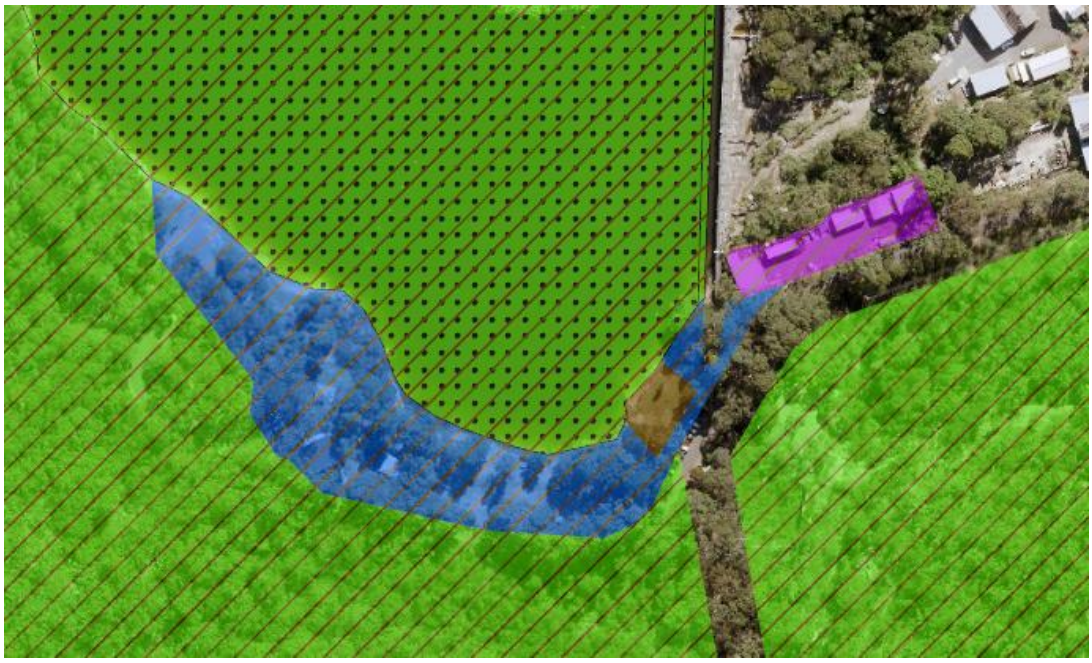


Image 3: Picnic Area 1 extract

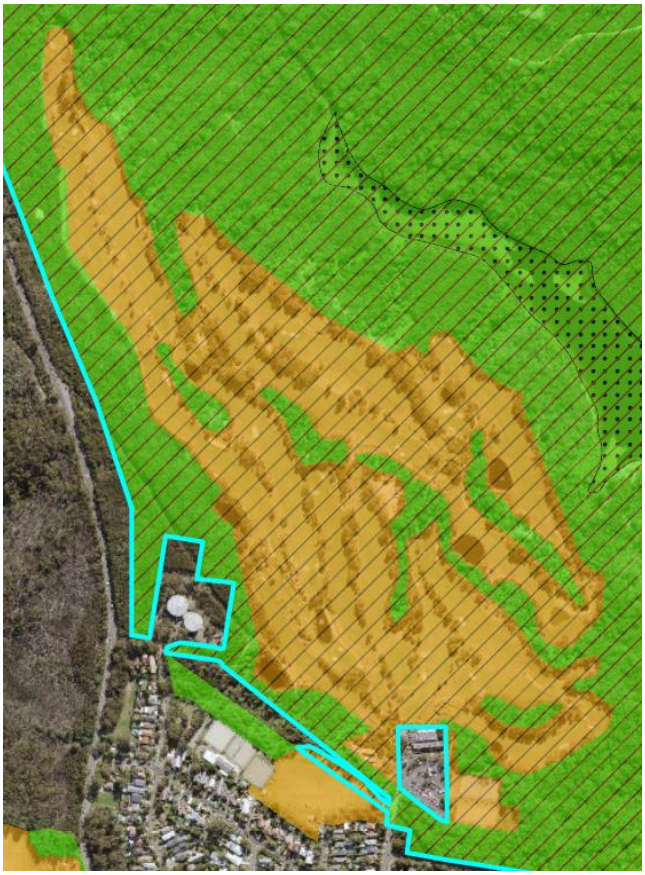


Image 4: Wakehurst Golf Course extract

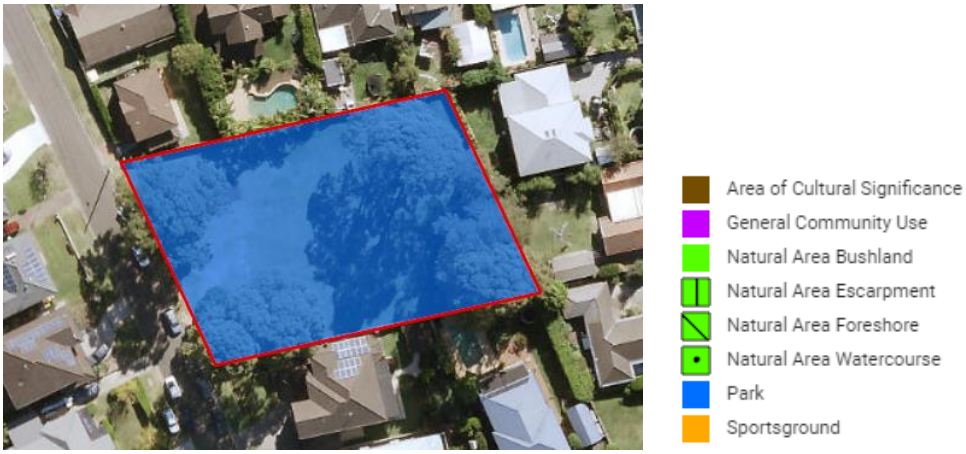
2. Maroa Reserve

Reserve/Dedication	79597
Purpose/s	Public Hall Public Recreation
Proposed categorisation	Park

Justification for assigned categorisation

Park – applying to the whole reserve as per the Warringah Generic Parks PoM.

There has never been a hall on the site and there are no plans to construct a hall here.



Balgowlah

3. Balgowlah Golf Course and Balgowlah Park

Reserve/Dedication	500194
Purpose/s	Access to Water Public Recreation Community Purposes
Proposed categorisation	Sportsground Natural Area Watercourse

Justification for assigned categorisation

Sportsground – applying to the majority of the reserve including the golf course, oval, scout hall, amenities block, cricket practice nets and other associated facilities as these most closely align with the category objectives encompassing use for organised and informal sporting activities and games.

Natural Area Watercourse - for the riparian zone of Burnt Bridge Creek.



Balgowlah Heights

4. Forty Baskets

Reserve/Dedication	500214
Purpose/s	Public Recreation
Proposed categorisation	Natural Area Foreshore Park

Justification for assigned categorisation

Natural Area Foreshore – applying to the sandy beach and foreshore areas.
Park – applying to the grassed areas, playground and pathways as these most closely align with the category objectives that provide for passive recreational games or pastimes.



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5. Nolan Place Reserve

Reserve/Dedication	83644
Purpose/s	Public Recreation
Proposed categorisation	Natural Area Bushland

Justification for assigned categorisation

Natural Area Bushland – applying to the whole vegetated bushland reserve. Reserve adjoins Tania Park (R93912).



- Area of Cultural Significance
- General Community Use
- Natural Area Bushland
- Natural Area Escarpment
- Natural Area Foreshore
- Natural Area Watercourse
- Park
- Sportsground

6. Tania Park

Reserve/Dedication	93912
Purpose/s	Public Recreation
Proposed categorisation	Sportsground Park Natural Area Bushland

Justification for assigned categorisation

Sportsground – applying to the playing fields and associated club house as these most closely align with the category objectives encompassing use for organised and informal sporting activities and games.

Park – applying to the playground and BBQ facilities as these most closely align with the category objectives that provide for passive recreational games or pastimes. Also applying to the eastern area which adjoins and provides access to Sydney Harbour National Park. Applies to the internal road and car parking that facilitate access to the playground, National Park and playing fields.

Natural Area Bushland – applying to the bushland areas, including the south-western boundary which adjoins Sydney Harbour National Park. Also applying to the internal roads that pass through these areas.



Beacon Hill

7. Beacon Hill Oval

Reserve/Dedication	45625
Purpose/s	Public Recreation
Proposed categorisation	Sportsground Natural Area Bushland General Community Use

Justification for assigned categorisation

This reserve and the proposed categories are largely covered under the Warringah Sportsground PoM and the Warringah Generic Bushlands PoM. Proposed categories are as per the PoMs.

Natural Area Bushland – applying to the vegetated bushland

Sportsground – applying to the sportsfields and associated car park and sports buildings as these most closely align with the category objectives encompassing use for organised and informal sporting activities and games.

General Community Use – applying to the scout hall as a facility that meets the needs of the local community in relation to public recreation and the physical, cultural, social and intellectual welfare or development of members of the public.

Note that the adjacent Beacon Hill Memorial Hall falls outside of the boundary of this reserve.



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8. Governor Phillip Lookout

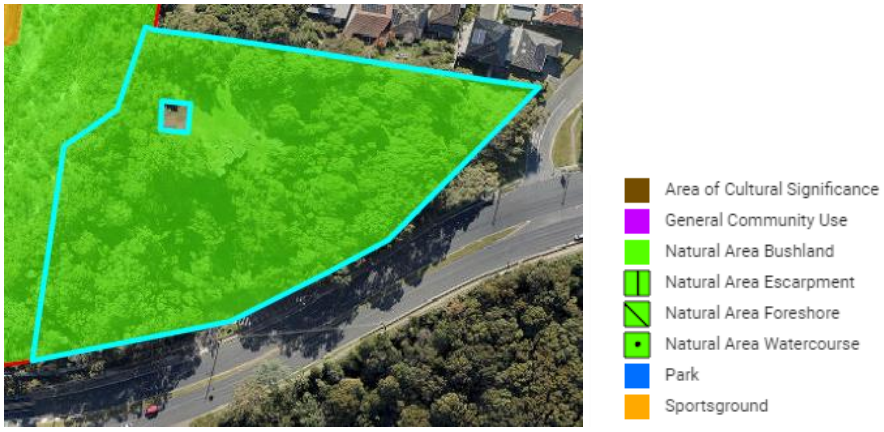
Reserve/Dedication	85716
Purpose/s	Promotion of the study and the preservation of native flora and fauna Public Recreation
Proposed categorisation	Natural Area Bushland

Justification for assigned categorisation

Natural Area Bushland – applying to the whole reserve which is predominantly bushland and includes a walkway, lookout area, flag pole and plaque.

Governor Phillip Reserve is listed on the NSW Heritage Register, however, the sandstone wall with bust mentioned in the heritage listing below falls just outside the boundary of reserve 85715.

The heritage description of the area includes:
"A sandstone marker wall with bust of Governor Phillip and historical information plaques are located at the base of the stairs leading to the summit of Beacon Hill from the car park off Warringah Road. Governor Phillip Lookout has historical significance as a high point in the northern beaches region from which sweeping panoramic views have been gained from early times in the settlement of the colony of NSW, and on which a trigonometrical station was established in 1881."



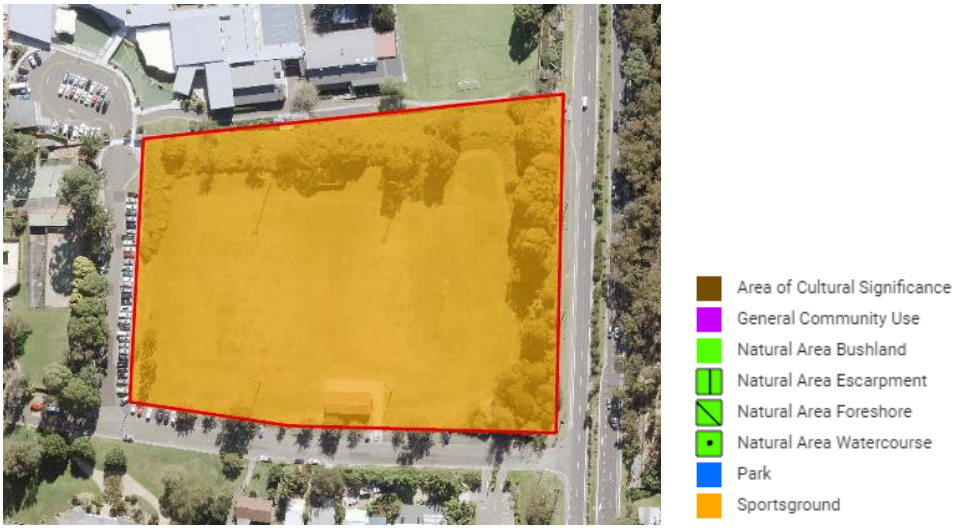
Belrose

9. Waldon Oval

Reserve/Dedication	73551
Purpose/s	Public Recreation
Proposed categorisation	Sportsground

Justification for assigned categorisation

Sportsground – applying to the whole reserve which comprises a sportsfield, sports building and associated facilities as these most closely align with the category objectives encompassing use for organised and informal sporting activities and games. The proposed category is as per the Warringah Sportsground PoM.



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10. Wearden Road Reserve

Reserve/Dedication	89175
Purpose/s	Community Centre Public Recreation
Proposed categorisation	Sportsground

Justification for assigned categorisation

Sportsground – applying to the whole reserve which provides parking for the adjacent sportsfields. Car park facilities are proposed to be upgraded and amenities provided. The proposed category most closely aligns with the category objectives encompassing use for organised and informal sporting activities and games.

There are no plans to build a community centre at this location.



Coasters Retreat

11. Bonnie Doon Wharf (surrounds)

Reserve/Dedication	1010810
Purpose/s	Access
Proposed categorisation	General Community Use

Justification for assigned categorisation

General Community Use – applying to the whole reserve which comprises sections of the wharf and surrounds. This is consistent with the approved General Community Use categorisation of the other Council managed Crown reserve wharves in the area.



Church Point

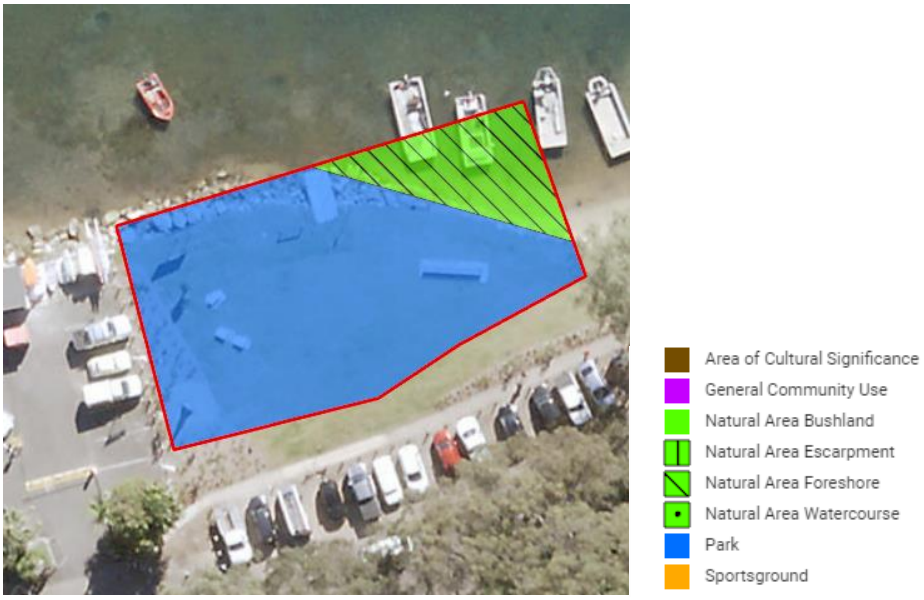
12. Church Point Reserve (part)

Reserve/Dedication	100084
Purpose/s	Public Recreation
Proposed categorisation	Park Natural Area Foreshore

Justification for assigned categorisation

Park – applying to the grassed area which includes seating in line with the category objectives to encourage and facilitate recreational, cultural, social and educational pastimes and activities.

Natural Area Foreshore – applying to the foreshore area.



Clontarf

13. Foreshore Reserve Clontarf

Reserve/Dedication	85244
Purpose/s	Public Recreation
Proposed categorisation	Park Natural Area Bushland Natural Area Foreshore General Community Use

Justification for assigned categorisation

Park – applying to the main picnic area of Clontarf Reserve including the playground and main grassed areas along the foreshore in line with the category objectives to encourage and facilitate the recreational, cultural, social, educational pastimes and activities, and to provide for passive recreational activities or pastimes and for the casual playing of games.

Natural Area Bushland – applying to bushland areas that are predominantly vegetated.

Natural Area Foreshore – applying to foreshore areas consisting of mainly sand.

General Community Use – applying to area required for accessing Clontarf Marina as well as the café and car parks at Clontarf Reserve which provide facilities that meet the needs of the local community and of the wider public.

The Clontarf Beach Landscape Masterplan (adopted August 2019) identifies a change to the configuration of the car park. Proposed category mapping is in line with the adopted Masterplan.



Collaroy

14. Collaroy Beach

Reserve/Dedication	79606
Purpose/s	Public Recreation Coastal Protection
Proposed categorisation	Natural Area Foreshore General Community Use Park

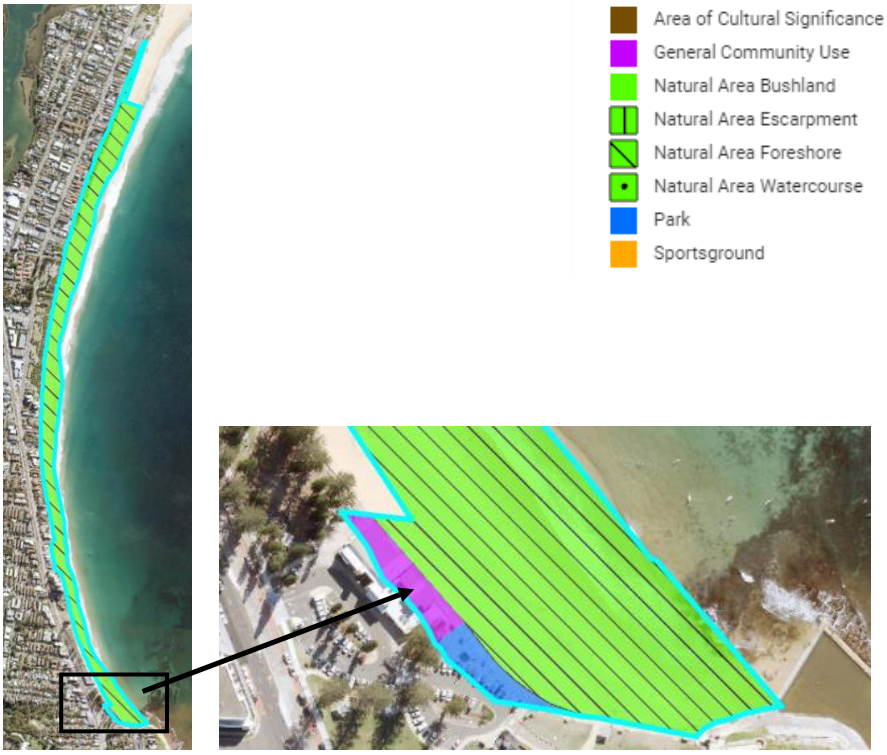
Justification for assigned categorisation

This reserve is covered by the Warringah Ocean Beaches PoM. Categories requested in line with the PoM are:

General Community Use – applying to the Surf Life Savings Club and Swim Club building which provide facilities that meet the needs of the local community and of the wider public.

Park – applying to the promenade and car park section to the south of the Swim Club which encourage and facilitate recreational, cultural, social and educational pastimes and activities. The promenade continues beyond the reserve boundary and to the adjacent parkland and a playground.

Natural Area Foreshore – applying to the sandy beach, dunes and foreshore.



Left image: whole reserve Right image: southern section

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15. Griffith Park

Reserve/Dedication	500065
Purpose/s	Public Recreation
Proposed categorisation	Natural Area Bushland Natural Area Escarpment Natural Area Foreshore Sportsground General Community Use Park

Justification for assigned categorisation

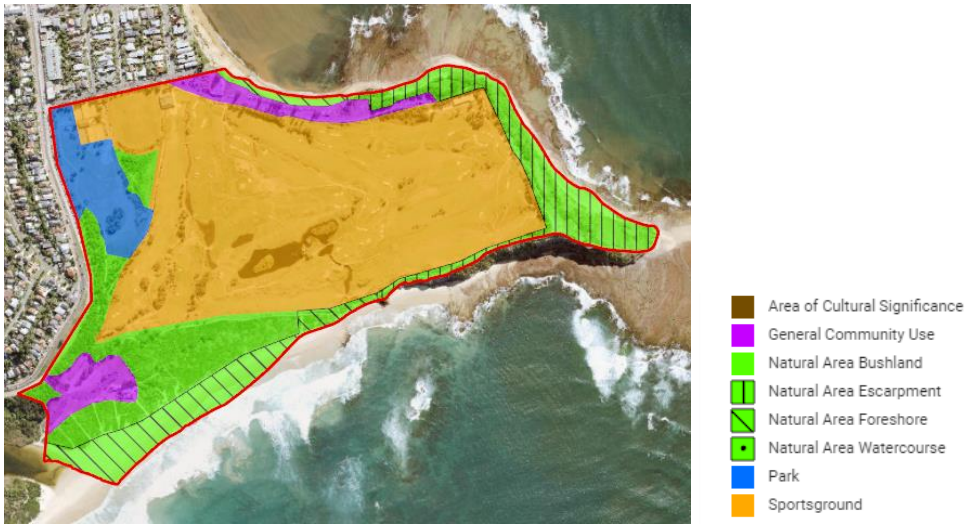
An adopted PoM exists for Griffith Park, however, land categories were not stipulated in the PoM. Categories have been assigned in line with a preferred consistent application of categories across similar Crown and Community land under Council's jurisdiction.

Sportsground – applying to the golf course, oval, tennis courts and associated facilities as these most closely align with the category objectives encompassing use for organised and informal sporting activities and games. Also applying to the small carpark between the sports oval and tennis courts as it facilitates access to these facilities.

General Community Use – applying to the Surf Life Saving Club, Long Reef Golf Club, communications building, helipad and Fisherman's hut as these provide facilities that meet the needs of the local community and the wider public. Also applying to the roads and larger car parks that facilitate access to these.

Park – applying to the off-leash dog area, playground and grassed area as these encourage and facilitate recreational and social pastimes and activities.

Natural Area Bushland – applying to the predominantly vegetated areas.
Natural Area Foreshore – applying to the foreshore areas consisting mainly of sand.
Natural Area Escarpment – applying to the predominantly cliff-like and rocky areas and surrounds, including lookout areas above the cliff line.



Cromer

16. St Matthews Farm

Reserve/Dedication	58429
Purpose/s	Public Recreation
Proposed categorisation	Sportsground Natural Area Bushland

Justification for assigned categorisation

This reserve is covered by the Dee Why Valley and South Creek Corridor PoM. Categories requested in line with the PoM are:
Sportsground – applying to the sportsfields and associated facilities as well as the skatepark, as these most closely align with the category objectives encompassing use for organised and informal sporting activities and games.
Natural Area Bushland – applying to the vegetated bushland area.



Cromer/Narraweena

17. Lillihina and Nalya Reserves

Reserve/Dedication	90013
Purpose/s	Public Recreation
Proposed categorisation	Park Natural Area Bushland

Justification for assigned categorisation

This reserve comprises sections of Nalya and Lillihina Reserves. Requested categories are as per the existing PoM.

Park – applying to Nalya Reserve and part of Lillihina Reserve in line with the Warringah Generic Parks PoM as these areas align with the category objectives to encourage and facilitate recreational and social activities and pastimes and to provide for the casual playing of games.

Natural Area Bushland – applying to predominantly vegetated bushland part of Lillihina Reserve as per the Warringah Generic Bushlands PoM and in line with the category objectives which include providing for community use of and access to the land in such a manner as will minimise and mitigate any disturbance caused by human intrusion.



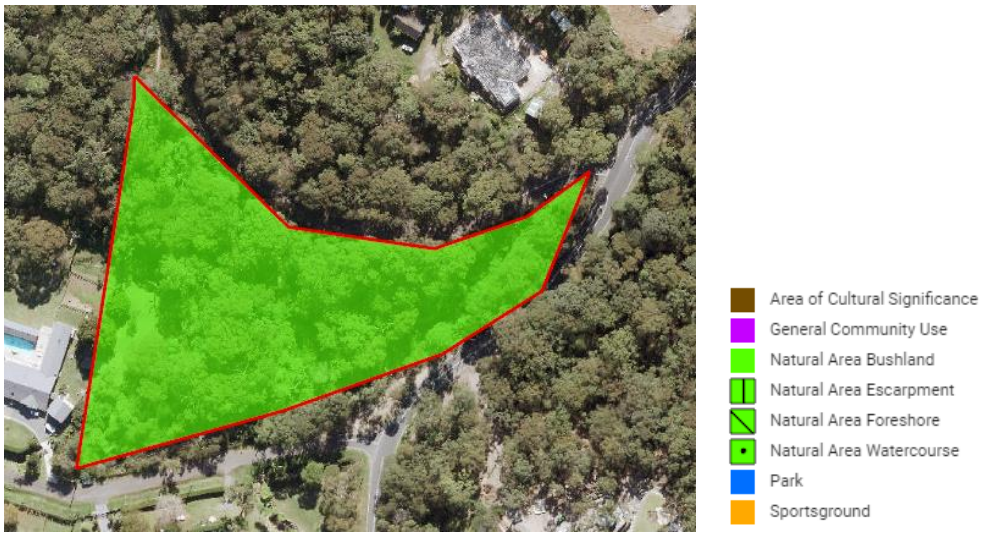
Duffys Forest

18. Rhoker Reserve

Reserve/Dedication	80804
Purpose/s	Public Recreation Water Supply
Proposed categorisation	Natural Area Bushland

Justification for assigned categorisation

Natural Area Bushland – applying to the whole reserve which is predominantly bushland as per the Warringah Urban Bushland PoM.



Freshwater

19. McKillop Park

Reserve/Dedication	145
Purpose/s	Public Recreation
Proposed categorisation	Park Natural Area Bushland Natural Area Foreshore General Community Use

Justification for assigned categorisation

The majority of reserve 145 falls within the Warringah Coastal Lands PoM and has been categorised previously and with community input. However, a small section of the rocky foreshore had not been categorised. The missing section of foreshore has been added to the Natural Area Foreshore categorisation. All other proposed categories are as per the adopted PoM.

It is proposed to further engage with the community when the PoM is updated to discuss any future category changes that would improve the consistency of categorisations for similar locations and facilities across the Northern Beaches.

Natural Area Bushland – applying to the predominantly vegetated bushland areas.
Natural Area Foreshore – applying to the rocky foreshore area.
Park – applying to the swim club, rock pool and car parks.
General Community Use – applying to the road.



Ingleside

20. 18 Walter Road

Reserve/Dedication	77336
Purpose/s	Sanitary Purposes
Proposed categorisation	General Community Use Natural Area Bushland

Justification for assigned categorisation

Natural Area Bushland – applying to the majority of the reserve which is vegetated bushland.

General Community Use – applying to the communications tower and associated access road which provide facilities to meet the needs of the local community and of the wider public.

There is no known active waste management on the site as per the original reserve purpose.



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Manly/Fairlight

21. Manly Wharf to North Harbour Reserve, including West Esplanade

Reserve/Dedication	86015
Purpose/s	Public Recreation
Proposed categorisation	Park General Community Use Natural Area Foreshore

Justification for assigned categorisation

Natural Area Foreshore – applying to the foreshore areas including beaches and rocky foreshore areas.

Park – applying to the parkland, picnic areas, walkway, grassed, heritage plaques and bus shelters of West Esplanade as well as the walkway towards North Harbour Reserve, as these most closely align with the category objectives to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and to provide for passive recreational activities or pastimes.

General Community Use – applying to the section covering Manly Wharf forecourt and restaurants, Manly Art Gallery, Manly Waterworks, amenities building and access to the pavilion building which provide facilities to meet the needs of the local community and of the wider public and in relation to purposes for which a lease, licence or other estate may be granted in respect of the land.





Manly

22. Manly Wharf to Skiff Club, including East Esplanade

Reserve/Dedication	83729
Purpose/s	Public Recreation
Proposed categorisation	Park General Community Use

Justification for assigned categorisation

Park – applying to the foreshore parkland area which includes a playground and fitness equipment as these most closely align with the category objectives to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and to provide for passive recreational activities or pastimes.

General Community Use – applying to the Manly Wharf Forecourt, road, bus shelter and Visitor Information Centre. Also applying to the area including and adjacent to the built structures of the Manly 16ft Skiff Club, Manly Yacht Club and Rowing Club. Each of these provide facilities to meet the needs of the local community and of the wider public and in relation to purposes for which a lease, licence or other estate may be granted in respect of the land.



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23. Queenscliff to Manly Beach Foreshore

Reserve/Dedication	60612
Purpose/s	Public Recreation
Proposed categorisation	Natural Area Foreshore

Justification for assigned categorisation

Natural Area Foreshore – applying to the sandy beach as per the Manly Ocean Beaches PoM.



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24. Shelly Beach Reserve

Reserve/Dedication	31732
Purpose/s	Public Recreation
Proposed categorisation	Natural Area Bushland Natural Area Foreshore Natural Area Escarpment Park General Community Use

Justification for assigned categorisation

Natural Area Bushland – applying to the predominantly vegetated bushland areas.

Natural Area Foreshore – applying to the foreshore including the sandy beach and rocky foreshore adject the walkway.

Natural Area Escarpment – applying to the escarpment areas surrounding the headland.

Park – applying to the walkway promenade linking Fairy Bower to Shelly Beach and the grassed picnic area as these most closely align with the category objectives to encourage, promote and facilitate recreational, cultural, social and educational pastimes or activities.

General Community Use – applying to the restaurant and adjacent amenities as well as the rock pool and car park as these provide facilities to meet the needs of the local community and of the wider public. The category also allows for the purposes for which a lease, licence or other estate may be granted for the restaurant.





Mona Vale

25. Mona Vale Golf Course and beach (part)

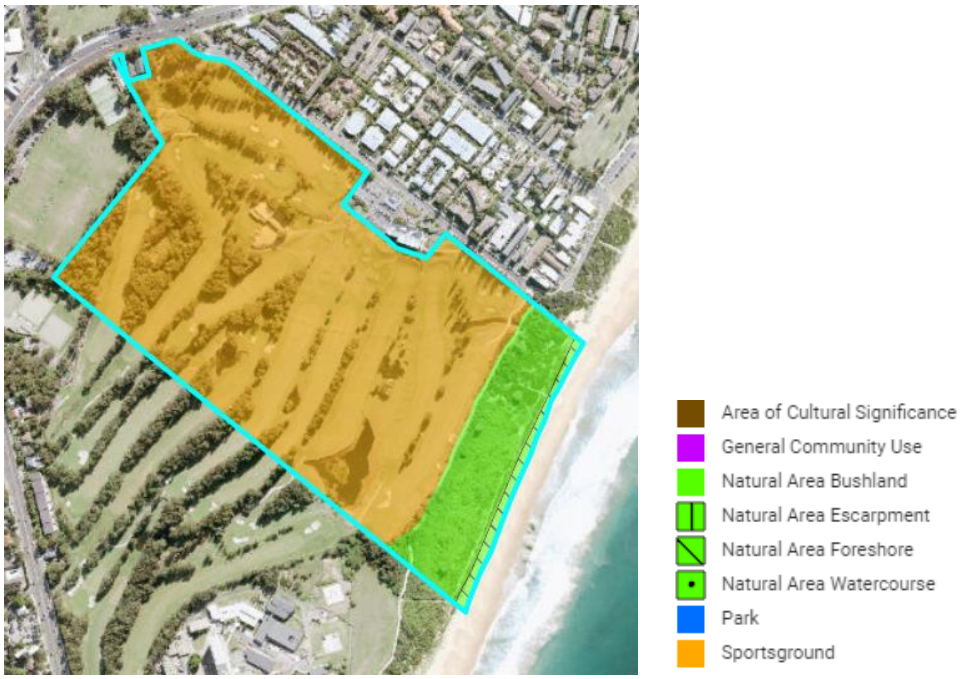
Reserve/Dedication	45244
Purpose/s	Public Recreation
Proposed categorisation	Sportsground Natural Area Foreshore Natural Area Bushland

Justification for assigned categorisation

Sportsground – applying to the golf course and associated facilities as these most closely align with the category objectives encompassing use for organised and informal sporting activities and games.

Natural Area Foreshore – applying to the transitional sandy beach area of the foreshore and to facilitate the ecologically sustainable use of the foreshore and to mitigate impact on the foreshore by community use.

Natural Area Bushland – applying to the vegetated dune area including the pathway between the dunes and golf course to provide for community use in such a manner as will minimise and mitigate any disturbance caused by human intrusion.



North Narrabeen

26. Bilarong Reserve (part)

Reserve/Dedication	59970
Purpose/s	Public Recreation
Proposed categorisation	Natural Area Bushland

Justification for assigned categorisation

Natural Area Bushland – applying to the whole reserve which comprises bushland along the foreshore at Narrabeen Lagoon, with a shared path. Adjacent Bilarong Reserve to the east.



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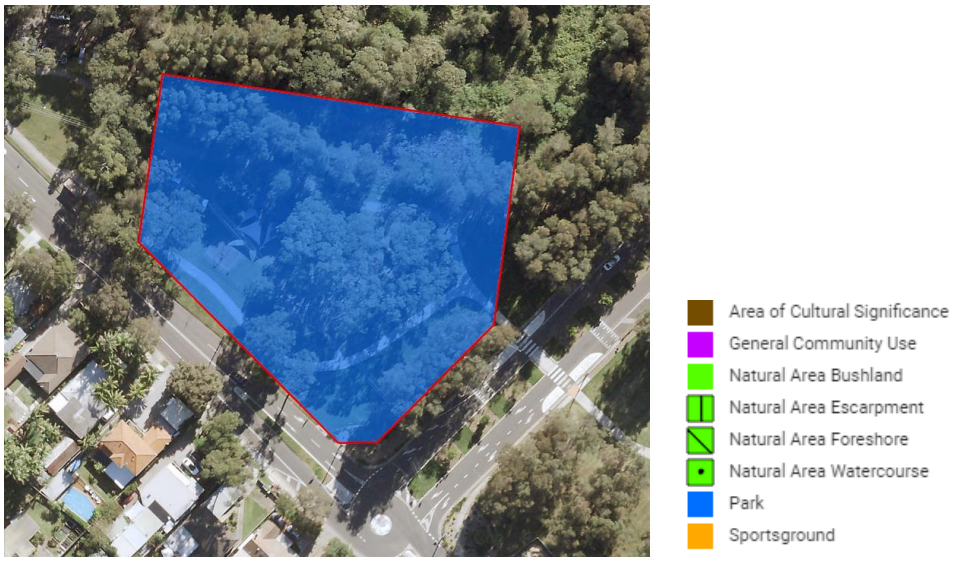
27. Katoa Reserve

Reserve/Dedication	80154
Purpose/s	Public Hall Public Recreation
Proposed categorisation	Park

Justification for assigned categorisation

Park – applying to the whole reserve as per the Pittwater Parks and Playgrounds PoM. There is a playground, picnic shelters and BBQs and these most closely align with the category objectives to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities.

There has never been a hall on the site and there are no plans to construct a hall.



Palm Beach

28. Governor Phillip Park x 3 reserves

Reserve/Dedication	64483 Governor Phillip Park (north) 61140 Governor Phillip Park (mid) 56217 Governor Phillip Park (south)
Purpose/s	Public Recreation
Proposed categorisation	Natural Area Foreshore (R64483, 61140 and 56217) Natural Area Bushland (R64483 and 61140) Park (R61140 and 56217) Sportsground (R61140 and 56217) General Community Use (R61140 and 56217)

Justification for assigned categorisation

Sportsground – applying to the golf course and associated facilities as these most closely align with the category objectives encompassing use for organised and informal sporting activities and games.

Park – applying to the parkland areas including the playground and associated car parks. These uses most closely align with the category objectives to encourage, promote and facilitate recreational, cultural, social and educational pastimes or activities.

General Community Use – applying to the Surf Life Saving Club and restaurants/food service area as these provide facilities to meet the needs of the local community and of the wider public and to allow for the purposes for which a lease, licence or other estate may be granted over the land.

Natural Area Foreshore - applying to the predominantly transitional sandy beach area of the foreshore and to facilitate the ecologically sustainable use of the foreshore and to mitigate impact on the foreshore by community use.

Natural Area Bushland – applying to the vegetated dune areas in order to manage the land in a manner that protects and enhances the values and quality of the land and facilitates public enjoyment of the land, and to minimise or mitigate and disturbance caused by human intrusion.

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- Area of Cultural Significance
- General Community Use
- Natural Area Bushland
- Natural Area Escarpment
- Natural Area Foreshore
- Natural Area Watercourse
- Park
- Sportsground

29. Pittwater Park

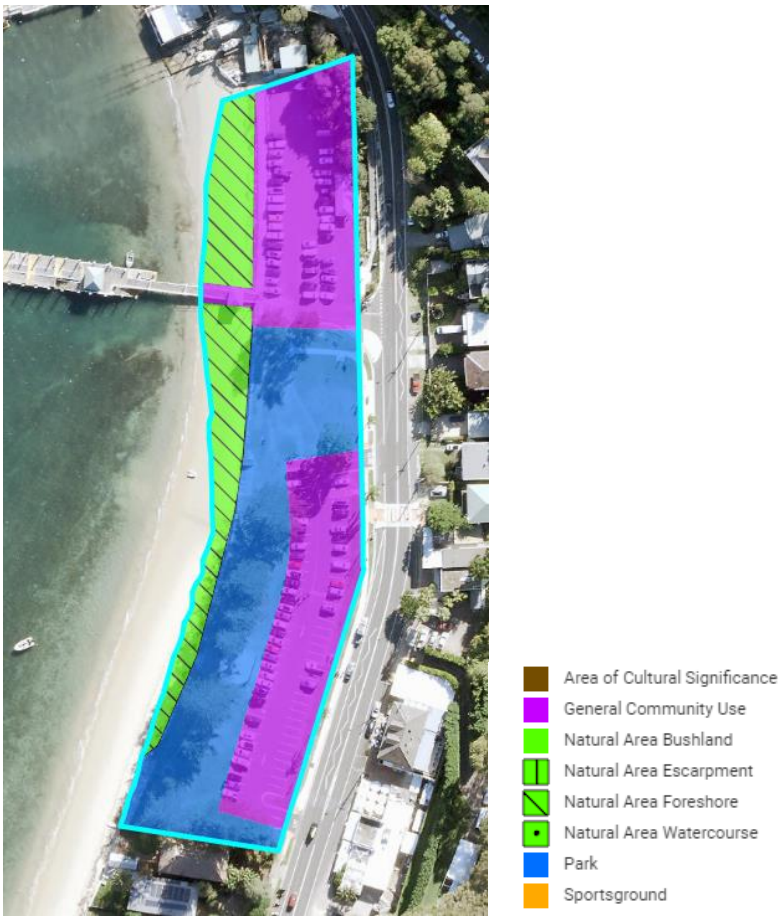
Reserve/Dedication	60988
Purpose/s	Public Recreation
Proposed categorisation	Park Natural Area Foreshore General Community Use

Justification for assigned categorisation

Natural Area Foreshore – applying to the sandy beach foreshore area.

Park – applying to the grassed park area including the playground as these most closely align with the category objectives to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and to provide for passive recreational activities or pastimes.

General Community Use – applying to the car parks and a section of the jetty as these provide facilities to meet the needs of the local community and of the wider public including access to the wharf and shops across the road.



30. Sunrise Reserve (part)

Reserve/Dedication	100205
Purpose/s	Public Recreation
Proposed categorisation	Natural Area Bushland

Justification for assigned categorisation

Natural Area Bushland – applying to the whole vegetated bushland reserve as per the Pittwater Urban Bushland - Volume 2 North Ward Reserves.



Seaforth

31. Bantry Reserve

Reserve/Dedication	91279
Purpose/s	Public Recreation
Proposed categorisation	Natural Area Bushland Sportsground

Justification for assigned categorisation

Natural Area Bushland – applying to the vegetated bushland in the north western section of the reserve.

Sportsground – applying to the sportsfields and associated facilities as these most closely align with the category objectives encompassing use for organised and informal sporting activities and games.



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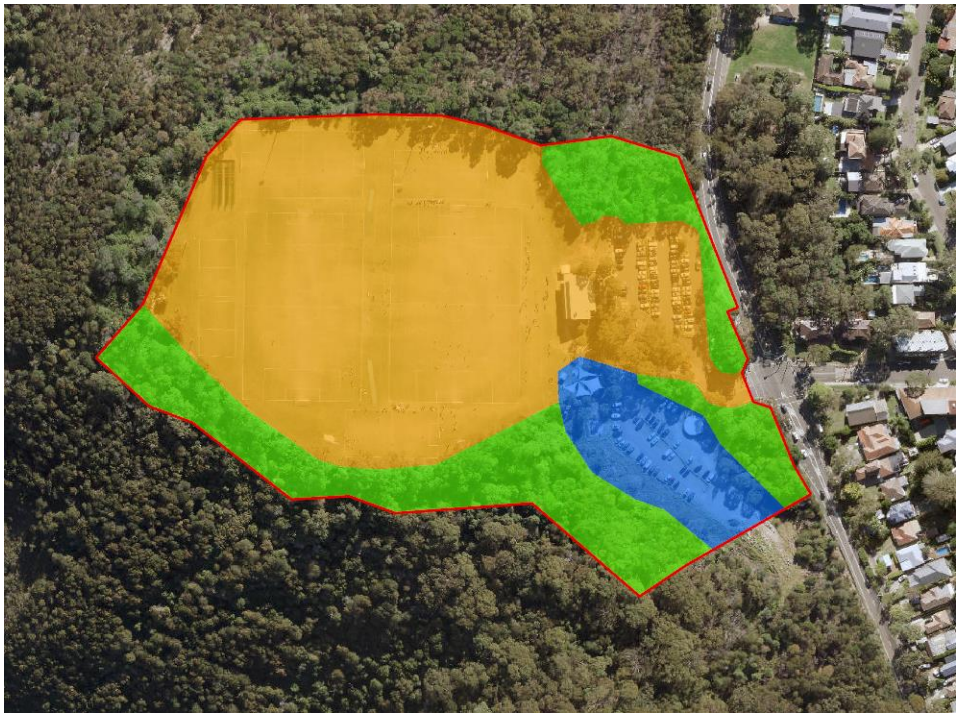
32. Seaforth Oval

Reserve/Dedication	R89212
Purpose/s	Public Recreation
Proposed categorisation	Natural Area Bushland Sportsground Park

Justification for assigned categorisation
Sportsground – applying to the sportsfields and associated sports building and facilities and car park as these most closely align with the category objectives encompassing use for organised and informal sporting activities and games.
Natural Area Bushland – applying to the vegetated bushland areas.
Park – applying to the playground, basketball court, informal car park and area identified for a future bike park as per the Let's Play Open Space and Outdoor Recreation Strategy and Action Plan. This most closely aligns with the category objectives to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities.



- Area of Cultural Significance
- General Community Use
- Natural Area Bushland
- Natural Area Escarpment
- Natural Area Foreshore
- Natural Area Watercourse
- Park
- Sportsground

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Queenscliff

33. Aitken Reserve (part)

Reserve/Dedication	100228
Purpose/s	Public Recreation
Proposed categorisation	Park Natural Area Watercourse

Justification for assigned categorisation

This narrow parcel is a section of Aitken Reserve along Queenscliff Lagoon. Categories requested are as per Warringah Generic Parks PoM.

Park - for the pathway along the water's edge as this most closely aligns with the category objectives to encourage and facilitate recreational, cultural and social pastimes and activities.

Natural Area Watercourse - for the lagoon foreshore/waterway.





Annexure A

To *Guideline—initial categorisation of Crown land managed by council Crown land managers*

Categorisation core objectives & guidelines for assigning categories to community land under local government legislation

Table 1. Categories and objectives

Category	Objectives (LG Act)	Guidelines for categorisation (LG Regulation)
Natural area*	The core objectives for management of community land categorised as a natural area are: a) to conserve biodiversity and maintain ecosystem function in respect of the land, or the feature or habitat in respect of which the land is categorised as a natural area, and b) to maintain the land, or that feature or habitat, in its natural state and setting, and c) to provide for the restoration and regeneration of the land, and d) to provide for community use of and access to the land in such a manner as will minimise and mitigate any disturbance caused by human intrusion, and e) to assist in and facilitate the implementation of any provisions restricting the use and management of the land that are set out in a recovery plan or threat abatement plan prepared under the *Threatened Species Conservation Act 1995* or the *Fisheries Management Act 1994*.	The land, whether or not in an undisturbed state, possesses a significant geological feature, geomorphological feature, landform, representative system or other natural feature or attribute that would be sufficient to further categorise the land as bushland, wetland, escarpment, watercourse or foreshore under section 36 (5) of the Act.
Sportsground	The core objectives for management of community land categorised as a sportsground are: a) to encourage, promote and facilitate recreational pursuits in the community involving organised and informal sporting activities and games, and b) to ensure that such activities are managed having regard to any adverse impact on nearby residences.	The land is used or proposed to be used primarily for active recreation involving organised sports or the playing of outdoor games.
Park	The core objectives for management of community land categorised as a park are:	The land is, or is proposed to be, improved by landscaping, gardens or the provision of non-sporting equipment and

Category	Objectives (LG Act)	Guidelines for categorisation (LG Regulation)
	a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and b) to provide for passive recreational activities or pastimes and for the casual playing of games, and c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.	facilities, for use mainly for passive or active recreational, social, educational and cultural pursuits that do not unduly intrude on the peaceful enjoyment of the land by others.
Area of cultural significance	1) The core objectives for management of community land categorised as an area of cultural significance are to retain and enhance the cultural significance of the area (namely its Aboriginal, aesthetic, archaeological, historical, technical or research or social significance) for past, present or future generations by the active use of conservation methods. 2) Those conservation methods may include any or all of the following methods: a) the continuous protective care and maintenance of the physical material of the land or of the context and setting of the area of cultural significance, b) the restoration of the land, that is, the returning of the existing physical material of the land to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material, c) the reconstruction of the land, that is, the returning of the land as nearly as possible to a known earlier state, d) the adaptive reuse of the land, that is, the enhancement or reinforcement of the cultural significance of the land by the introduction of sympathetic alterations or additions to allow compatible uses (that is, uses that involve no changes to the cultural significance of the physical material of the area, or uses that involve changes that are substantially reversible or changes that require a minimum impact), e) the preservation of the land, that is, the maintenance of the physical material of the land in its existing state and the retardation of deterioration of the land. 3) A reference in subsection (2) to land includes a reference to any buildings erected on the land.	The land is: a) an area of Aboriginal significance, because the land: i. has been declared an Aboriginal place under section 84 of the *National Parks and Wildlife Act 1974*, or ii. whether or not in an undisturbed state, is significant to Aboriginal people in terms of their traditional or contemporary cultures, or iii. is of significance or interest because of Aboriginal associations, or iv. displays physical evidence of Aboriginal occupation (for example, items or artefacts such as stone tools, weapons, engraving sites, sacred trees, sharpening grooves or other deposits, and objects or materials that relate to the settlement of the land or place), or v. is associated with Aboriginal stories, or vi. contains heritage items dating after European settlement that help to explain the relationship between Aboriginal people and later settlers, or b) an area of aesthetic significance, by virtue of: i. having strong visual or sensory appeal or cohesion, or ii. including a significant landmark, or iii. having creative or technical qualities, such as architectural excellence, or c) an area of archaeological significance, because the area contains: i. evidence of past human activity (for example, below-ground features such as building

Category	Objectives (LG Act)	Guidelines for categorisation (LG Regulation)
		foundations, occupation deposits, features or artefacts or above-ground features such as buildings, works, industrial structures, and relics, whether intact or ruined), or ii. any other deposit, object or material that relates to the settlement of the land, or d) an area of historical significance, because of the importance of an association or position of the land in the evolving pattern of Australian cultural history, or e) an area of technical or research significance, because of the area's contribution to an understanding of Australia's cultural history or environment, or f) an area of social significance, because of the area's association with Aboriginal life after 1788 or the area's association with a contemporary community for social, spiritual or other reasons.
General community use	The core objectives for management of community land categorised as general community use are to promote, encourage and provide for the use of the land, and to provide facilities on the land, to meet the current and future needs of the local community and of the wider public: a) in relation to public recreation and the physical, cultural, social and intellectual welfare or development of individual members of the public, and b) in relation to purposes for which a lease, licence or other estate may be granted in respect of the land (other than the provision of public utilities and works associated with or ancillary to public utilities).	The land: a) may be made available for use for any purpose for which community land may be used, whether by the public at large or by specific sections of the public, and b) is not required to be categorised as a natural area under section 36A, 36B or 36C of the Act and does not satisfy the guidelines under clauses 102–105 for categorisation as a natural area, a sportsground, a park or an area of cultural significance.

*Further categories for land categorised as natural area

Table 2. Further categories for natural areas

Category	Objectives (LG Act)	Guidelines for categorisation (LG Regulation)
Bushland	The core objectives for management of community land categorised as bushland are: a) to ensure the ongoing ecological viability of the land by protecting the ecological biodiversity and habitat values of the land, the flora and fauna (including invertebrates, fungi and micro-organisms) of the land and other ecological values of the land, and b) to protect the aesthetic, heritage, recreational, educational and scientific values of the land, and c) to promote the management of the land in a manner that protects and enhances the values and quality of the land and facilitates public enjoyment of the land, and to implement measures directed to minimising or mitigating any disturbance caused by human intrusion, and d) to restore degraded bushland, and e) to protect existing landforms such as natural drainage lines, watercourses and foreshores, and f) to retain bushland in parcels of a size and configuration that will enable the existing plant and animal communities to survive in the long term, and g) to protect bushland as a natural stabiliser of the soil surface.	The land contains primarily native vegetation and that vegetation: a) is the natural vegetation or a remainder of the natural vegetation of the land, or b) although not the natural vegetation of the land, is still representative of the structure or floristics, or structure and floristics, of the natural vegetation in the locality. (2) Such land includes: a) bushland that is mostly undisturbed with a good mix of tree ages, and natural regeneration, where the understorey is comprised of native grasses and herbs or native shrubs, and that contains a range of habitats for native fauna (such as logs, shrubs, tree hollows and leaf litter), or b) moderately disturbed bushland with some regeneration of trees and shrubs, where there may be a regrowth area with trees of even age, where native shrubs and grasses are present in the understorey even though there may be some weed invasion, or c) highly disturbed bushland where the native understorey has been removed, where there may be significant weed invasion and where dead and dying trees are present, where there is no natural regeneration of trees or shrubs, but where the land is still capable of being rehabilitated.
Wetland	The core objectives for management of community land categorised as wetland are: a) to protect the biodiversity and ecological values of wetlands, with particular reference to their hydrological environment (including water quality and water flow), and to the flora, fauna and habitat values of the wetlands, and b) to restore and regenerate degraded wetlands, and c) to facilitate community education in relation to wetlands, and	The land includes marshes, mangroves, backwaters, billabongs, swamps, sedgelands, wet meadows or wet heathlands that form a waterbody that is inundated cyclically, intermittently or permanently with fresh, brackish or salt water, whether slow moving or stationary.

Category	Objectives (LG Act)	Guidelines for categorisation (LG Regulation)
	the community use of wetlands, without compromising the ecological values of wetlands.	
Escarpment	The core objectives for management of community land categorised as an escarpment are: a) to protect any important geological, geomorphological or scenic features of the escarpment, and b) to facilitate safe community use and enjoyment of the escarpment.	The land includes such features as a long cliff-like ridge or rock, and The land includes significant or unusual geological, geomorphological or scenic qualities.
Watercourse	The core objectives for management of community land categorised as a watercourse are: a) to manage watercourses so as to protect the biodiversity and ecological values of the instream environment, particularly in relation to water quality and water flows, and b) to manage watercourses so as to protect the riparian environment, particularly in relation to riparian vegetation and habitats and bank stability, and c) to restore degraded watercourses, and d) to promote community education, and community access to and use of the watercourse, without compromising the other core objectives of the category.	The land includes: a) any stream of water, whether perennial or intermittent, flowing in a natural channel, or in a natural channel that has been artificially improved, or in an artificial channel that has changed the course of the stream of water, and any other stream of water into or from which the stream of water flows, and b) associated riparian land or vegetation, including land that is protected land for the purposes of the *Rivers and Foreshores Improvement Act 1948* or state-protected land identified in an order under section 7 of the *Native Vegetation Conservation Act 1997*.
Foreshore	The core objectives for management of community land categorised as foreshore are: a) to maintain the foreshore as a transition area between the aquatic and the terrestrial environment, and to protect and enhance all functions associated with the foreshore's role as a transition area, and b) to facilitate the ecologically sustainable use of the foreshore, and to mitigate impact on the foreshore by community use.	The land is situated on the water's edge and forms a transition zone between the aquatic and terrestrial environment.

Appendix B

To *Guideline—initial categorisation of Crown land managed by council Crown land managers*

The below schedule provides guidance for council managers as to categories referred to in section 36 of the *Local Government Act 1993* (column B) that might be considered to most closely relate to purposes for which Crown land is reserved or dedicated (column A)

Where a council considers that categorisation of natural area should be applied, it can further categorise the land based on its natural features as set out in the guideline.

Note

This information is provided for general guidance only. Council managers should make their own inquiries and rely on their own judgement when making decisions related to material contained in this document.

Assignment of an initial category by a council manager in accordance with this guidance does not limit the ability of the minister to direct a council manager to alter an assigned categorisation under section 2.23(5) of the *Crown Lands Management Act 2016*.

Table 1. Purposes and guidance categories

A. Purpose	B. Guidance Category
Aboriginal burial ground	Area of cultural significance
Access	General community use
Access to bridge	General community use
Access to water	General community use
Accommodation	General community use
Accommodation house	General community use
Ambulance station	General community use
Artesian bore	General community use
Athletic sports	Sportsground
Athletic sports ground	Sportsground
Aviation purposes	General community use
Baby clinic	General community use
Baby health centre (clinic)	General community use
Baths	Park
Boatshed	General community use
Botanic gardens	Area of cultural significance

A. Purpose	B. Guidance Category
Bowling green	Sportsground
Boy scouts	General community use
Burial ground	General community use
Bush fire brigade	General community use
Bush fire brigade purposes	General community use
Bush fire brigade site	General community use
Camping	General community use
Caravan and camping park	General community use
Caravan park	General community use
Cattle saleyards	General community use
Cemetery	General community use
Cemetery and crematorium	General community use
Cemetery extensions	General community use
Cemetery purposes	General community use
Charitable organisations	General community use
Child welfare purposes	General community use
Children's playground	Park
Coastal environmental protection	General community use
Community and sporting club facilities	General community use
Community centre	General community use
Community forest purposes	General community use
Community forest purposes (addition)	Natural area
Community purposes	General community use
Council chambers site	General community use
Court house	General community use
Crematorium	General community use
Cricket ground	Sportsground

A. Purpose	B. Guidance Category
Crossing	General community use
Day nursery	General community use
Depot	General community use
Depot for night soil	General community use
Domestic water supply	General community use
Drainage	General community use
Eco-tourism purposes	Natural area
Environmental protection	Natural area
Experiment farm	General community use
Extension to cemetery	General community use
Fire brigade	General community use
Fire brigade station	General community use
Flood mitigation	General community use
From sale generally	General community use
Future public requirements	General community use
Gaol	General community use
Garbage depot	General community use
Gardens	Area of cultural significance
General cemetery	General community use
Generally	General community use
Girl guides	General community use
Government purposes	General community use
Gravel pit	General community use
Hall	General community use
Health services	General community use
Heritage purposes	Area of cultural significance
Homes for the aged	General community use

A. Purpose	B. Guidance Category
Hospital	General community use
Kindergarten	General community use
Landing place	General community use
Limestone quarry	General community use
Local government purposes	General community use
Lock-up	General community use
Lockup site	General community use
Long day care centre	General community use
Maritime purposes	General community use
Mechanics institute	General community use
Mechanics' institute site	General community use
Memorial	Area of cultural significance
Monument	Area of cultural significance
Municipal depot	General community use
Municipal purposes	General community use
Municipal storage	General community use
Museum	General community use
Museum (historical)	General community use
Native fauna	Natural area
Night soil	General community use
Night soil depot	General community use
Non-profit making organisations	General community use
Obtaining sand	General community use
Other public purposes	General community use
Other purposes	General community use
Park	Park
Parking	General community use

A. Purpose	B. Guidance Category
Permanent common	General community use
Plantation	General community use
Plantation to cemetery	General community use
Port facilities and services	General community use
Post and telegraph office	General community use
Pound	General community use
Pound site	General community use
Pre-school	General community use
Preservation and growth of native flora	Natural area
Preservation and growth of timber	Natural area
Preservation of Aboriginal carvings and drawings	Area of cultural significance
Preservation of Aboriginal relics	Area of cultural significance
Preservation of fauna	Natural area
Preservation of graves	Area of cultural significance
Preservation of historical sites and buildings	Area of cultural significance
Preservation of native birds	Natural area
Preservation of native fauna	Natural area
Preservation of native flora	Natural area
Preservation of native flora and fauna	Natural area
Preservation of scenery	Natural area
Preservation of timber	Natural area
Preservation of trees	Natural area
Preservation of water supply	General community use
Prevention of flood	General community use
Promotion of the study and conservation of native flora and fauna	General community use

A. Purpose	B. Guidance Category
Promotion of the study and preservation of native flora	General community use
Promotion of the study and the preservation of native flora and fauna	Natural area
Protection from sand drift	General community use
Protection of approach to bridge	General community use
Public access to the foreshore and the protection of scenic amenity and ecological values	Natural area
Public amusement	General community use
Public baths	Park
Public baths site	Park
Public buildings	General community use
Public hall	General community use
Public hall site	General community use
Public health	General community use
Public library	General community use
Public park	Park
Public pound	General community use
Public pound purposes	General community use
Public purposes	General community use
Public recreation	Park
Public recreation and coastal environmental protection	General community use
Public recreation and preservation of Aboriginal cultural heritage	General community use
Public resting place	General community use
Public school	General community use
Public school purposes	General community use
Public utility	General community use

A. Purpose	B. Guidance Category
Quarry	General community use
Racecourse	Sportsground
Racecourse and recreation facilities	General community use
Recreation	Park
Recreation facilities and services	Park
Recreation ground	Park
Recreation purposes	Park
Refuge in time of flood	General community use
Regeneration area	Natural area
Rescue station	General community use
Research station	Area of cultural significance
Reservoir	General community use
Rest park	Park
Resting place	General community use
Rifle range	Sportsground
Road	General community use
Road works depot	General community use
Roadway	General community use
Roman catholic burial ground	General Community use
Rubbish depot	General community use
Rural services	General community use
Sanitary depot	General community use
Sanitary purposes	General community use
School of arts	General community use
Senior citizen's centre	General community use
Sewage farm	General community use
Sewerage	General community use

A. Purpose	B. Guidance Category
Sewerage depot	General community use
Shipping	General community use
Shire council chambers	General community use
Shire depot	General community use
Shire purposes	General community use
Showground	General community use
Site for fire brigade station	General community use
Site for gas works	General community use
Site for public band	General community use
Site for public buildings	General community use
Site for shire council chambers	General community use
Soil conservation	General community use
State emergency services	General community use
Storage	General community use
Suburban settlement	General community use
Tennis courts	Sportsground
Tourist facilities and services	General community use
Tourist information centre	General community use
Town drainage	General community use
Town hall	General community use
Town hall site	General community use
Travelling stock	General community use
Trigonometrical purposes	General community use
Trucking stock	General community use
Urban development	General community use
Urban services	General community use
War memorial	Area of cultural significance

A. Purpose	B. Guidance Category
War memorial (hall site)	General community use
War memorial baths	Park
Water	General community use
Water brigade station site	General community use
Water conservation	General community use
Water supply	General community use
Wharf	General community use
Wharf facility	General community use
Wharf purposes	General community use
Wharf site	General community use
Wharfage	General community use
Youth centre	General community use

northern beaches council

Community and Stakeholder Engagement Report

Draft Plan of Management for Lot 2 DP 827733, 316 Hudson Parade, Clareville

Consultation period: 12 January to 3 March 2024

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1. Summary

At its meeting of 19 December 2023, Council resolved (Resolution 370/23) that:

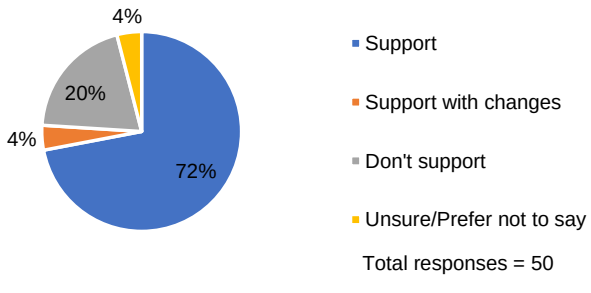
The draft Plan of Management for Lot 2 DP 827733, 316 Hudson Parade, Clareville be placed on public exhibition for a minimum of 42 days with the outcome reported back to Council.

The background to the development of the draft Plan of Management for Lot 2 DP 827733, 316 Hudson Parade, Clareville (draft PoM) is outlined in section 2 of this report.

During the public exhibition period, 50 submissions were received. 36 submissions (72%) supported the draft PoM and comments included, among other things, that it would be good to see the boatshed re-established and the appearance and amenity of the Site improved. 10 submissions (20%) were not supportive of the draft PoM and comments included concerns about public land being licenced for private use and the size and use of the planned boatshed. Based on the review of the submissions received no material changes are proposed for the draft PoM.

This report provides details about the public exhibition of the draft PoM, analysis of the feedback received, responses to key matters arising from the feedback and includes the verbatim responses (Attachment 1).

1.1. Key outcomes

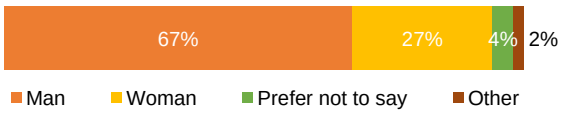
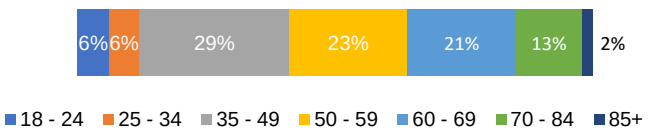
Total unique responses	50*	
How responses were received	Submission form Written responses (email/letter)	Completions: 48 Number received: 2
Support the draft Plan of Management?		
Feedback themes	• Boatshed will improve aesthetics and reinstate former use. • Public land should not be licenced privately. • Upholding permitted use. • Concern about size of the planned boat shed. • Impact on natural environment.	

*Not every respondent made a comment in addition to answering the sentiment question

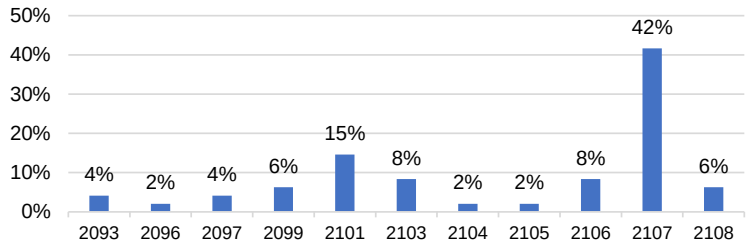
1.2. How we engaged

Have Your Say: visitation stats	Visitors: 1,138	Visits: 1,417	Average time onsite: 1 min 14 secs
Print media and collateral	Letterbox drop: 2107 Site signs used: Yes		Distribution: 28 Number of signs: 1
Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 4 editions Council (weekly) e-News: 1 edition Stakeholder email: • Owner of Lot 1 316 Hudson Parade, Clareville • Clareville and Bilgola Plateau Residents Association		Distribution: 22,300 subscribers Distribution: 61,500 subscribers Distribution: 2

1.3. Who responded[1]

Gender	
Age groups	

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

Postcodes	

2. Background

The owner of Lot 1 DP 827733, 316 Hudson Parade, Clareville (Lot 1) has applied to enter into a 20 year licence agreement with Council to use an adjoining area of Council owned community land within Refuge Cove Reserve Lot 2 DP 827733 (the Site), for the purpose of constructing and ongoing use of a boatshed (part of the boatshed is to be located on the Site above the mean high water mark) and ongoing use of stairs which provide access to and from the boatshed. This construction is required to be in accordance with relevant development consents including DA 2020/1762. The Site is approximately 58m2.

In 1993 a previous owner of 316 Hudson Parade dedicated to Council foreshore land at Refuge Cove Reserve including the Site. Following negotiations about the transfer a 20-year lease over the access way to the foreshore and the section of the original boatshed above the mean high water mark was granted by the former Pittwater Council to the owner, the lease expired in 2013. The current owner is seeking to renew this agreement.

This matter was the subject of a report to the Council meeting held on 26 October 2021. In response to the subsequent Council Resolution 316/21 an application was made to the Office of Local Government (OLG) seeking consent to grant a 20-year licence over the Site to the owner of Lot 1.

In 2022, the OLG advised that a Plan of Management (PoM) expressly authorising the granting of the proposed licence was required before consent could be considered. A draft PoM for the Site was then prepared which among other things expressly authorises the granting of a licence to the owner of Lot 1. The draft PoM also includes that the proposed licence is to continue to allow public access through the foreshore area within the Site.

At its meeting of 19 December 2023, Council resolved (Resolution 370/23) that:

The draft Plan of Management for Lot 2 DP 827733, 316 Hudson Parade, Clareville be placed on public exhibition for a minimum of 42 days with the outcome reported back to Council.

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
- communicate to community and stakeholders how their input was incorporated into the planning and decision making process.

4. Engagement approach

Community and stakeholder engagement for the draft Plan of Management for Lot 2 DP 827733, 316 Hudson Parade, Clareville was conducted between Friday 12 January 2024 and Sunday 3 March 2024, 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[2] was established on our have your say platform with information provided in an accessible and easy to read format.

The opportunity to provide feedback was promoted via emails to stakeholders, a temporary sign on-site, letters to nearby homes, Council's regular email newsletter (EDM) channels and the online project page.

Feedback was captured through an online submission form embedded onto a have your say project page. The form included a question that directly asked respondents for their level of support on the proposal.

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 submissions were also invited.

5. Findings

During the public exhibition period, 50 submissions were received. 36 submissions (72%) supported the draft PoM and comments included, among other things, that it would be good to see the boatshed re-established and the appearance and amenity of the Site improved. 10 submissions (20%) were not supportive of the draft PoM and comments included concerns about public land being licenced for private use and the size and use of the planned boatshed. Of the remaining submissions 4% supported the draft PoM with changes and 4% were unsure / preferred not to say.

Based on the review of the submissions received no material changes are proposed for the draft PoM.

Key themes that arose and staff responses are presented in Table 1 below.

[2] https://yoursay.northernbeaches.nsw.gov.au/hudson-parade-clareville-plan-management

Table 1: Issues, change requests and other considerations

Theme	Issues, change requests and other considerations raised	Responses
Boatshed will improve aesthetics and reinstate former use.	Majority of comments supported the plans to re-establish the boatshed and have the prior use reinstated, suggesting a new building will improve the appearance and amenity of the site and boatsheds are a historical feature of the Pittwater waterfront.	Support noted. The draft PoM's permitted uses of the land is for a boatshed to store watercraft, and access stairs/structures. No change proposed to the draft PoM.
Public land should not be licenced privately.	Some comments expressed concerns that private property owners should not have a right over public land and that public land should be retained and protected.	The proposed licence purposes set out in the draft PoM are consistent with the *Local Government Act 1993*. The proposed licence would be for purposes consistent with the core objectives for the category of land on which it applies. Any licensee will have a non-exclusive licence and privilege to use and occupy the premises for the permitted use only. Any structure to be erected on the land would need to be consistent with any development application (DA) approval and conditions including DA 2020/1762. No change proposed to the draft PoM.
Upholding permitted use	Some comments expressed concerns about the use of the boatshed for other purposes outside of permitted use e.g. Airbnb or office suggesting Council needs to monitor the area to ensure compliance around permitted use and public access.	The draft PoM's permitted uses of the land is for a boatshed to store watercraft, and access stairs/structures. Any licensee will have the non-exclusive licence and privilege to use and occupy the premises for the permitted use only. No change proposed to the draft PoM.
Size of the planned boat shed.	Some comments expressed concerns that the plans for the new boatshed are bigger than the previous boatshed and has potential to affect the aesthetics of the area.	Assessment of a DA would include consideration of the suitability of the proposed boatshed against relevant planning controls.

		DA 2020/1762 applies to, among other things, the construction of a boatshed on the Site. No change proposed to the draft PoM.
Impact on the natural environment.	One comment expressed concerns the Site would affect the animals within the reserve and affect the integrity of the reserve.	Assessment of DAs includes consideration of the suitability against relevant planning controls. Conditions may be applied to the DA approval where relevant. No change proposed to the draft PoM.
Out of scope.	A number of submissions commented on matters outside the scope of the draft PoM, i.e. the DA process, DA 2020/1762, potential illegal sea wall works in the vicinity of the Site and environmental matters related to the general beach and foreshore area (above and below the mean high water mark).	Matters raised outside of the scope of the draft PoM have been forwarded to the relevant section of Council for their consideration. Foreshore, beach and water areas below the mean high water mark fall outside Council's jurisdiction. Further information regarding the DA process and DA 2020/1762 is publicly accessible on Council's website. No change proposed to the draft PoM.

Appendix 1 Verbatim community and stakeholder responses*

Click here to view the following community and stakeholder responses:

Appendix 1 - Lot 2 Hudson Parade Clareville PoM Community Engagement Report Verbatim and Community Responses

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

Document administration	
Version	1.0
Date	20 March 2024
Approval	Content provided and approved by Open Space & Recreation Planning Team. Responsible manager: Damian Ham
Status	Final
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.



Lot 2, DP 827733, 316 Hudson Parade, Clareville

Plan of Management
Draft 2024

northern beaches council

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The document has been prepared with assistance from Parkland Planners.

Acknowledgement of Country

We acknowledge the Traditional Custodians of this land and show our respect to all Aboriginal people. We acknowledge the Elders past, present and emerging and the spirits and ancestors of the Clans that lived in this area.



1. Introduction

What is a Plan of Management?
A Plan of Management provides the framework for managing public land. It sets out how public land is intended to be used, managed, maintained and enhanced in the future.

A Plan of Management is required to be prepared for public land which is classified as community land under the *Local Government Act 1993*.

Land to which this Plan of Management applies
This Plan of Management applies to Lot 2 DP 827733 at 316 Hudson Parade in Clareville (the Site) as shown in Figure 1.

The Site comprises land on which timber access stairs and part of the footprint of a former boatshed stand.

The Site is adjoined by Refuge Cove Reserve to the north and south, a residential property legally identified as Lot 1 DP 827733 and known as 316 Hudson Parade in Clareville to the east, and Crown land comprising the Pittwater waterway below the mean high water mark to the west.

Background to this Plan of Management
The current owner of Lot 1 DP 827733 requested that Council grants a 20-year licence over Lot 2 DP 827733 for private access to and use, management and development of a boat-shed and associated structures (part of) and access structures (stairs) on the land according to the approved DA 2020/1762.

As the Site is community land owned by Northern Beaches Council, a licence agreement is required to allow the owner of Lot 1 DP 827733 to access and use the stairs and boatshed. The current Plans of Management - Urban Bushland Plan of Management and Inventory and Action Plan Volume 2 North Ward Reserves (1998) and Pittwater Natural Areas Plan of Management (2009) - and the C2 Environmental Conservation zoning which apply to the Site do not expressly authorise the granting of any lease or licence for this purpose. As such, a Plan of Management prepared under the *Local Government Act 1993* is required to authorise the licence agreement.

Upon adoption, this Plan of Management will supersede the *Urban Bushland Plan of Management Volume 1 and Inventory and Action Plan Volume 2: North Ward Reserves (1998)* and *Pittwater Natural Areas Plan of Management (2009)* as they apply to the Site.

Figure 1
The Site and surrounds



Objectives of this Plan of Management
This Plan of Management has been prepared under the *Local Government Act 1993* to:

- meet all relevant legislative requirements
- comply with Northern Beaches Council's relevant plans and policies, particularly the Pittwater Local Environmental Plan 2014 and Pittwater 21 Development Control Plan
- set out how the Site will be improved, used, maintained and managed in the future
- identify the categorisation of the Site as General Community Use
- expressly authorise a licence agreement between the owner of residential land adjoining the Site legally identified as Lot 1 DP 827733 and Northern Beaches Council to facilitate the restoration and remediation of the coastal area and the construction and future use of a boatshed and access stairs
- ensure safe access to the foreshore and through the Site for the public and the owner of Lot 1 DP 827733.

Process of preparing this Plan of Management

The process of preparing this Plan of Management involves the following tasks:

Figure 2
Process of preparing this Plan of Management

Community and stakeholder engagement	Stages	Outputs
Public exhibition of the Draft Plan of Management notified to stakeholders and the community by: • Northern Beaches News' e-newsletter • Letterbox drop to nearby residents • Direct emails to site owner and Clareville and Bilgola Plateau Residents Association • Temporary onsite signage Written comments to Council at Your Say and by email and mail	Prepare draft Plan of Management ↓	Draft Plan of Management
	Council resolution ↓	
	Public exhibition of Draft Plan of Management and receipt of submissions for minimum 42 days: 12 January to 3 March 2024 ↓	50 public submissions received, with the majority in support of the Draft Plan of Management
	Consider public submissions ↓	Community Engagement Report
	Prepare final Plan of Management ↓	Final Plan of Management
	Council adoption ↓	Report to Council
	Implementation	

Contents of this Plan of Management

This Plan of Management is divided into the following sections, as outlined in Table 1

Table 1
Structure of this Plan of Management

	Section	What does it include?
1	Introduction	Background to the Plan of Management
2	Description of The Site	History, ownership and management, physical description, condition, proposed facilities and uses, maintenance
3	Planning Context	State planning legislation, regional and local planning context
4	Basis for Management	Values of the community, management objectives
5	Permitted uses and developments	Permitted future uses and developments, scale and intensity of use, use agreements
6	Action Plan	Strategies and actions, responsibilities, performance measures and targets to implement actions.
7	Implementation and review	Management, funding, reporting, review

Requirements for a Plan of Management for community land, are as provided by the *Local Government Act 1993*. These requirements and where they can be found in this Plan, are listed in Table 2.

Table 2
Contents of a Plan of Management for community land

Requirement of the *Local Government Act*	How this plan satisfies the Act
A description of the condition of the land, and of any buildings or other improvements on the land as at the date of adoption of the Plan of Management	Section 2
A description of the use of the land and any such buildings or improvements as at the date of adoption of the Plan of Management.	Section 2
Categorisation of community land	Section 3
Core objectives for management of the land	Section 4
The purposes for which the land, and any such buildings or improvements, will be permitted to be used.	Section 5
The purposes for which any further development of the land will be permitted, whether under lease or licence or otherwise.	Section 5
A description of the scale and intensity of any permitted use or development.	Section 5
Authorisation of leases, licences or other estates over community land.	Section 5
Objectives and performance targets.	Section 6
Means by which the plan's objectives and performance targets will be achieved.	Section 6
Means for assessing achievement of objectives and performance targets.	Section 6

2. Description of the Site

Locational context

The Site forms part of Refuge Cove, a narrow linear foreshore bushland area of 1.01 hectares between the eastern shoreline of the Pittwater estuary and residential properties along Hudson Parade on the southern side of Refuge Cove. With the exception of the Site, this bushland area is a public reserve known as 'Refuge Cove Reserve'.

Figure 4 shows residential development and Refuge Cove Reserve are situated to the east of the Site, the Pittwater waterway to the west, rock platforms and a sandy foreshore area to the south, and an area of sandy beach and rock boulders to the north. A boatshed is situated 80 metres to the south of the Site.

The Site shares a western boundary with Crown land to the west, extending to the Mean High Water Mark. The owner of Lot 1 DP 827733 holds a licence from the NSW Department of Planning and Environment – Crown Lands which grants them permission to use their proposed waterfront facilities below the mean high water mark.

The Site has an irregular shape, accommodating access stairs connecting the foreshore with the residential dwelling situated at 316 Hudson Parade. The remainder of the Site contains a level area of land on which a former boatshed sat and includes the surrounding curtilage associated with the former boat shed.

Figure 3
Locational context of the Site



History and heritage

The Aboriginal Heritage Office (AHO) advised that this area is likely part of Garigal clan territory and would have been an important coastal resource zone for the last few thousand years. Shell middens and shelters remind us that people have been coming together to share meals here for many generations. Elsewhere in the peninsula rock art sites and rock engravings show how culturally important this area has been to Aboriginal people. Unfortunately, due to impacts of invasion and colonisation from 1788 onwards much traditional knowledge has been lost. Local Aboriginal people today are building knowledge and carrying on the practice of caring for Country. While we enjoy this place, it is useful to think how we can all contribute to the long-term protection of this place for ourselves and future generations.

The Site and its surrounding foreshore area is rated as High for areas of potential Aboriginal sites, with nearby middens, shelter middens, shelter art and engravings.

The Site has been used for a boatshed and associated maritime structures since 1947 until the boat shed was demolished in 2018. See images of former boatshed at Figure 5.

Figure 4
The Site and surrounds including mean high water mark

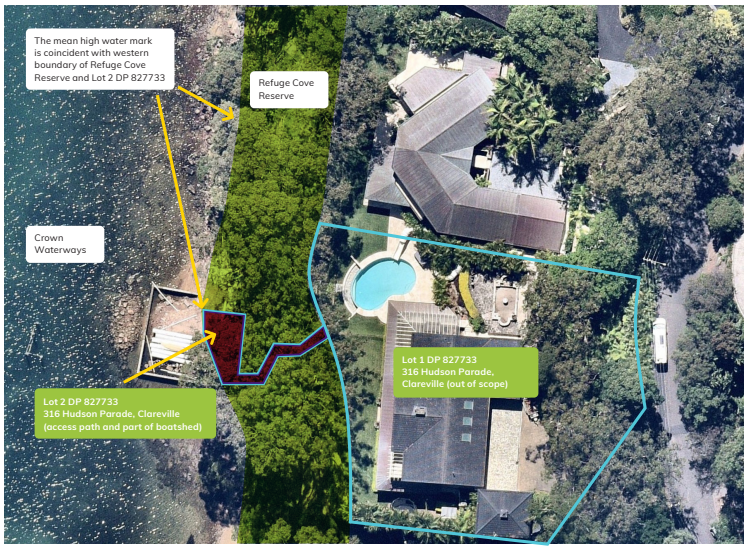


Figure 5
Images of former boatshed on the Site in January 2016



North aspect



South aspect

The Site is not a heritage item or heritage site, in the vicinity of a heritage item, or in a conservation area under the Pittwater Local Environmental Plan 2014.

Property details
The land tenure and property information for the Site are in Table 3

Table 3
Property information for the Site

	Details
Land parcels	Lot 2 DP 827733
Area (ha)	Approximately 58 m²
Owner	Northern Beaches Council
Manager	Northern Beaches Council
Classification	Community land
Categorisation	General Community Use
Zoning	C2 Environmental Conservation (Pittwater Local Environmental Plan 2014)

Physical characteristics

Geology, soils and topography
Refuge Cove Reserve, including the Site, is underlain by shales and sandstones relating to the Newport formation of the Narrabeen Group rock platforms, displaced upslope sandstone floaters and exposed shale stratum.

Soils of Refuge Cove Reserve vary from shallow to moderately deep brown, red and gleyed podzols characteristic of the Watagan soil landscape.

The Pittwater Acid Sulfate Soils Map shows Class 5 acid sulfate soils, the lowest possible rating.

A short, steep foreshore slope against which the access stairs are located gives way to the rocky and sandy foreshore. Rock boulders and sand comprise the foreshore immediately to the north of the Site, with a small sandy beach at low tide adjoining the Site to the south.

The Site comprises a natural sandstone wall platform partially covered by pebbles, and fine sand and silt to the south of the foundation walls. Fill that has been in place since at least 1947 is enclosed by a recently constructed dincel wall to contain the fill.

The Site is zoned Geotechnical Hazard H1 on the Pittwater Geotechnical Hazard Map, which requires a geotechnical assessment to be carried out in accordance with the Pittwater DCP 2014 for any development work. The geotechnical assessment undertaken for the DA (JK Geotechnics Pty Ltd, 2020) found bedrock exposed across the Site, and geotechnical hazards on the Site, below the Site, above the Site and beside the Site. The steep landform and soil clay content contribute to the potential for mass movement and a severe soil erosion hazard if disturbed.

The Coastal and Marine Damages Assessment Report (Royal Haskoning DHV, 2019) concluded that impacts of the proposed boat shed and associated structures on the beach to the south of the boat shed would be minimised by the proposed construction of an unbonded stepped sandstone block wall to allow for wave energy dissipation and provide habitat for aquatic species, and the dincel walls will be demolished.

Hydrology and drainage
No natural watercourses or drains influence the Site.

The Site is mapped on Northern Beaches Council's Flood Risk Precincts layer as adjacent to a high/medium risk flood precinct, and it is flood affected.

Ecology

Terrestrial flora and fauna

Limited vegetation currently exists on the disturbed area that was formerly occupied by the boat shed. Small patches of exotic groundcovers and grasses dominate, with native species such as *Tetragonia tetragonoides* rare.

The short, steep foreshore slope and the adjoining Refuge Cove Reserve consists of vegetation that is part of the endangered ecological community Pittwater and Wagstaffe Spotted Gum Forest in the Sydney Basin Bioregion. The Site and most of Refuge Cove Reserve is mapped on the NSW Biodiversity Values Map which identifies land with high biodiversity value which is particularly sensitive to impacts from development and clearing.

The tree canopy of Pittwater Spotted Gum Forest consists of Spotted Gum (*Corymbia maculata*) and associated species including Broad Leaved White Mahogany *(Eucalyptus umbra)*, Grey Gum *(E. punctata)* and Grey Ironbark *(E. paniculata)* on exposed slopes. Small trees in the locality include *Allocasuarina*, *Persoonia* and *Acacia* species. Understorey and ground layer species include Burrawang *(Macrozamia communis)* and Kangaroo Grass *(Themeda australis)*. Exotic species and landscape plantings are also present on the foreshore slopes, including *Lantana camara*, *Agapanthus* sp., *Agave* sp., *Asparagus aethiopicus*, and several non-local Palm tree species.

Refuge Cove Reserve, in combination with trees and vegetation within private properties, would act as a wildlife corridor for bird and mammal species along the Pittwater peninsula, and also provide fauna links to other bushland areas such as Stapleton and Angophora Reserves. Threatened fauna species previously recorded within the locality include Powerful Owl *(Ninox strenua)*, Grey-headed Flying-fox *(Pteropus poliocephalus)* and several microbat species.

The Site is not classified as Bush Fire Prone Land.

Marine ecology

Bio-Analysis Pty Ltd (2021) found in its marine habitat survey for 316 Hudson Parade, Clareville that the seagrass *Zostera capricorni* grows seaward of the partially demolished ramp in front of the western foundation wall, and the Sydney Rock Oyster *(Saccostrea glomerata)*, various gastropods and macroalgae (mainly *Hormosira banksii)* colonise the sandstone platform and boulders.

Grey Mangrove (*Avicennia marina)* occurs along the tidal foreshore in Refuge Cove Reserve. Tongue Orchid *(Dendrobium linguiforme)* clings to the large sandstone floaters on the water's edge.

Visual quality

The Site, in particular its lower portion, has poor visual amenity following demolition of the former boatshed (See Figure 6). Construction works to the former boatshed were ceased by the service of a Stop Work Order under the *Environmental Planning and Assessment Act 1979*. Partially completed structures remain on the site.

Figure 6
Views from the northern side of the Site showing the boatshed location





Access and circulation

Public access down the steep hill from Hudson Parade to the beach and rocks of Refuge Cove Reserve is available via stairs on the public reserve between nos. 310 and 312 Hudson Parade, and from south of 320 Hudson Parade.

The Site is accessible via the timber stairs from 316 Hudson Parade (owners' access) and from the beach (at low tide) and rocks of the Refuge Cove foreshore.

Poor and narrow public access is available from the beach across the rocks and up the dincel support wall and across the Site. Somewhat level pedestrian access to the Site is possible from the north. However, there are no steps from the south to the Site, making access to the platform of the Site potentially unsafe. Cracked concrete slabs and pipes and exposed metal on the Site add to the risk of pedestrian access to and across the Site. See images of access through the Site at Figure 7.

Figure 7
Access through the Site



Obstructed access from the south



Access from the north

Condition of the land and structures
Most of the Site contains the footprint of the former boatshed that was demolished in 2018. Some incomplete dincel retaining walls remain, along with concrete slabs, pipes, rubble and other building waste (See Figure 8). The condition of the former boatshed footprint is poor and poses a potential safety risk to the public.

Figure 8
Condition of the boatshed site



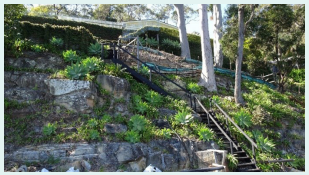
Dincel retaining wall on southern side



View across the site from the south

The condition of the timber stairs extending down the slope from Lot 1 DP 827733 to the area of the former boatshed were constructed in the late 20th century, and appear to be in good condition (See Figure 9).

Figure 9
Condition of stairs





Uses of the Site
Current uses of the Site are for public pedestrian access, and for storage of watercraft.

No leases, licences or other estates apply to the Site permitting the use or occupation of the Site. An objective of this Plan of Management is to facilitate a licence being granted over the Site to the owner of Lot 1 DP 827733.

Management and maintenance
Management and oversight of the Site is undertaken by Northern Beaches Council.

Under the proposed licence agreement the owner of Lot 1 DP 827733 would be responsible for capital improvements, maintenance of the Site and structures, ensuring public access through and around the Site, and to pay Northern Beaches Council a licence fee based on the Site area and the annual fees and charges for use of public land set by Council.

3. Planning context

Introduction
This section describes the wider legislative and policy framework which applies to the Site.

The legislation referred to below is on the websites for NSW Legislation (www.legislation.nsw.gov.au) and Australasian Legal Information Institute (www.austlii.edu.au) and on the Northern Beaches Council website (www.northernbeaches.nsw.gov.au).

Table 4 outlines the state, regional and local planning context which influences the use, development and management of the Site.

Table 4
Planning context of the Site

Land use planning and management	Public open space, recreation	Natural environment
NSW		
Local Government Act 1993	Draft NSW Public Spaces Charter	*Biodiversity Conservation Act 2016*
Local Government (General) Regulation 2021	Greener Places Policy	*Biosecurity Act 2015*
Environmental Planning and Assessment Act 1979	Draft Greener Places Design Guide	
Coastal Management Act 2016	*Companion Animals Act 1998 and Regulation 2008*	
State Environmental Planning Policy (Resilience and Hazards) 2021		
Sydney		
A Metropolis of Three Cities: Greater Sydney Region Plan	Draft 50-Year Vision for Greater Sydney's Open Space and Parklands	Greater Sydney Regional Strategic Weed Management Plan 2017-2022
	Greater Sydney Green Grid	
	Greater Sydney Local Land Services	
Regional		
North District Plan	Sydney Green Grid – North District	
Northern Beaches LGA / Former Pittwater LGA		
Towards 2040: Local Strategic Planning Statement	Let's Play! Northern Beaches Open Space and Outdoor Recreation Strategy and Action Plan	Northern Beaches Environment and Climate Change Strategy 2040
Northern Beaches Community Strategic Plan 2040	Northern Beaches Public Space Vision and Design Guidelines – Guide for Planning and Design of Open Space	Northern Beaches Tree Canopy Plan 2023
Delivery Program	Northern Beaches Asset Management Policy 2018	Northern Beaches Bushland and Biodiversity Policy
Operational Plan	Northern Beaches Asset Management Strategy 2018-2028	
Pittwater Local Environmental Plan 2014	Infrastructure Asset Management Plans	
Pittwater 21 Development Control Plan 2014		

Local Government Act 1993
Classification
The Site is owned by Northern Beaches Council and is classified as community land under the *Local Government Act 1993*. Council owned land which is classified as community land must be managed and kept for the purposes of the community. Community land must be managed according to the provisions of the *Local Government Act 1993* and the *Local Government (General) Regulation 2021*.

Council has no power to sell, exchange or otherwise dispose of community land, except for the purpose of enabling that land to become, or be added to, a Crown Reserve or land reserved or dedicated under the National Parks and Wildlife Act 1974.

Categorisation
Community land must be categorised in accordance with the *Local Government Act 1993* as either Park, Sportsground, Area of Cultural Significance, Natural Area, or General Community Use. A category assigned to community land, using the guidelines for categorisation in the *Local Government (General) Regulation 2021*, reflects Council's intentions for future management and use of the land.

Prior to 2016 the Site was categorised as Natural Area consistent with the categorisation of Refuge Cove Reserve in the Urban Bushland Inventory and Action Plan – Refuge Cove Reserve, Taylors Point (1997). After a public hearing (refer to Parkland Planners, 2016) Council resolved on 7 March 2016 to recategorise the Site from Natural Area to General Community Use. The category map in the Urban Bushland Inventory and Action Plan – Refuge Cove Reserve, Taylors Point (1997) was updated accordingly.

The Site is categorised as General Community Use (as shown in Figure 10) consistent with the guidelines for categorisation in the *Local Government (General Regulation) 2021*:

'*Land that may be made available for use for any purpose for which community land may be used, whether by the public at large or by specific sections of the public.*'

Permissible uses and developments, and requirements for leases licences and other estates under the *Local Government Act 1993* and the *Local Government (General) Regulation 2021* are in Section 5.

Figure 10
Categorisation of the Site



Environmental Planning and Assessment Act 1979
The *Environmental Planning and Assessment Act 1979* (EPA Act) establishes the statutory planning framework for environmental and land use planning in NSW through:

- State Environmental Planning Policies (SEPPs).
- Local Environmental Plans (LEPs). The Pittwater Local Environmental Plan 2014 applies to the Site.

Coastal Management Act 2016
The Site is located within the coastal zone of NSW and is subject to the provisions of the *Coastal Management Act 2016* and Chapter 2 of the State Environmental Planning Policy (SEPP) (Resilience and Hazards) 2021.
The Site is mapped within the Coastal Environment and Coastal Use areas under the SEPP (Resilience and Hazards).

Development within coastal environment areas and coastal use areas must be assessed against the considerations contained in Sections 2.10 and 2.11 of the SEPP (Resilience and Hazards)

Biodiversity Conservation Act 2016
The Site is mapped as having Biodiversity Values.

Green Grid
The Site is mapped as part of Refuge Cove Reserve which is part of the Green Grid Existing Green Assets (Sydney).

Zoning
The Site is landward of the mean high water mark and is zoned C2 Environmental Conservation in the Pittwater Local Environmental Plan 2014 (refer to Figure 11).

Objectives of the C2 Environmental Conservation zone are in Section 4. Permissible uses in the C2 Environmental Conservation zone are in Section 5.

The adjoining land seaward of the mean high water mark is zoned W1 Natural Waterways.

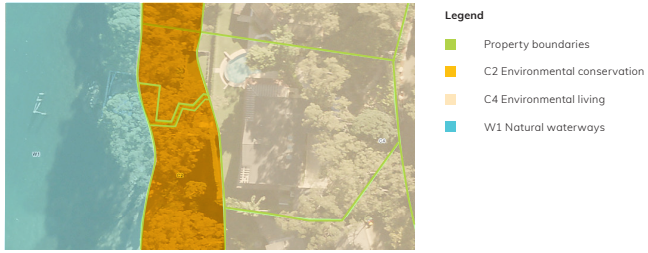
Other considerations in Pittwater Local Environmental Plan 2014
The Site is identified on the following maps in the Pittwater Local Environmental Plan 2014:

- Acid sulfate soils – Class 5
- Foreshore building line - a small section of the proposed works is within the Pittwater Foreshore Building Line
- Geotechnical Hazard – H1.

Clauses of the Pittwater Local Environmental Plan 2014 which apply to the Site are:

- 4.3 Height of buildings
- 7.1 Acid sulfate soils
- 7.5 Coastal Risk Planning
- 7.6 Biodiversity Protection
- 7.7 Geotechnical hazards
- 7.8 Limited development on foreshore area.

Figure 11
Zoning of the Site - C2 Environmental Conservation



Pittwater Development Control Plan 2014
The Site is located on the Estuarine Hazard Map of the Pittwater Development Control Plan 2014 as being subject to wave action and tidal inundation.

Relevant clauses in the Pittwater Development Control Plan 2014 are:

- A4.3 Bilgola Locality
- B1.3 Heritage Conservation – General
- B1.4 Aboriginal Heritage Significance
- B3.1 Landslip Hazard
- B3.6 Contaminated Land and Potentially Contaminated Land
- B3.9 Estuarine Hazard
- B3.12 Climate Change (Sea Level Rise and Increased Rainfall)
- B4.7 Pittwater Spotted Gum Forest – Endangered Ecological Community
- B4.16 Seagrass Conservation
- B4.19 Estuarine Habitat
- B4.22 Preservation of Trees and Bushland Vegetation
- B5.13 Development on Waterfront Land
- B8.1 Construction and Demolition – Excavation and Landfill
- B8.3 Construction and Demolition – Waste Minimisation
- B8.4 Construction and Demolition – Site Fencing and Security
- B8.5 Construction and Demolition – Works in the Public Domain
- C1.1 Landscaping
- C1.2 Safety and Security
- C1.3 View Sharing
- C1.4 Solar Access
- C1.5 Visual Privacy
- C1.6 Acoustic Privacy
- C1.12 Waste and Recycling Facilities
- C1.13 Pollution Control
- D3 Bilgola Locality
- D3.1 Character as viewed from a public place
- D3.2 Scenic Protection – General
- D3.3 Building Colours and Materials
- D3.11 Landscaped Area – Environmentally Sensitive Land
- D15.11 Waterfront Lighting
- D15.12 Development seaward of mean high water mark
- D15.13 Lateral limits to development seaward of mean high water mark
- D15.14 Minimum frontage for waterfront development
- D15.15 Waterfront Development
- D15.18 Seawalls

Other relevant plans and policies
Other plans and policies relevant to the Site include:

- Geotechnical Risk Management Policy for Pittwater 2009

4. Basis for management

Values of the Site

Northern Beaches Council takes a values-based approach to the planning, use and management of community land including the Site. Values may be described as what is important or special about a place. Values of the Site include:

- public land, community land, public asset
- safe public access to the foreshore for walking and enjoying the foreshore
- contribution to the scenic and natural quality of the foreshore
- natural environment – sea life, birds
- intertidal habitat and ecology
- iconic Pittwater boat sheds.

This Plan of Management aims to protect and enhance the values of the Site.

Objectives for the Site

The Site will be managed according to the objectives set out below.

NSW Government objectives

Core objectives for community land

The core objectives for community land categorised as General Community Use under the *Local Government Act 1993* are to:

- promote, encourage and provide for the use of the land, and to provide facilities on the land, to meet the current and future needs of the local community and of the wider public in relation to:
  - public recreation and the physical, cultural, social and intellectual welfare or development of individual members of the public.
  - purposes for which a lease, licence or other estate may be granted in respect of the land (other than the provision of public utilities and works associated with or ancillary to public utilities).

Coastal environment area

Section 8 of the *Coastal Management Act 2016* lists the objectives for the coastal environment area to:

- protect and enhance the coastal environmental values and natural processes of coastal waters, estuaries, coastal lakes and coastal lagoons, and enhance natural character, scenic value, biological diversity and ecosystem integrity
- reduce threats to and improve the resilience of coastal waters, estuaries, coastal lakes and coastal lagoons, including in response to climate change
- maintain and improve water quality and estuary health
- support the social and cultural values of coastal waters, estuaries, coastal lakes and coastal lagoons
- maintain the presence of beaches, dunes and the natural features of foreshores, taking into account the beach system operating at the relevant place
- maintain and, where practicable, improve public access, amenity and use of beaches, foreshores, headlands and rock platforms.

Coastal use area

Section 9 of the *Coastal Management Act 2016* lists the objectives for the coastal environment area are to:

- protect and enhance the scenic, social and cultural values of the coast by ensuring that:
  - the type, bulk, scale and size of development is appropriate for the location and natural scenic quality of the coast
  - adverse impacts of development on cultural and built environment heritage are avoided or mitigated
  - urban design, including water sensitive urban design, is supported and incorporated into development activities
  - adequate public open space is provided, including for recreational activities and associated infrastructure
  - the use of the surf zone is considered
- accommodate both urbanised and natural stretches of coastline

Local objectives

The objectives of the C2 Environmental Conservation zone in the former Pittwater LGA are to:

- protect, manage and restore areas of high ecological, scientific, cultural or aesthetic values
- prevent development that could destroy, damage or otherwise have an adverse effect on those values
- ensure the continued viability of ecological communities and threatened species
- protect, manage, restore and enhance the ecology, hydrology and scenic values of riparian corridors and waterways, groundwater resources, biodiversity corridors, areas of remnant native vegetation and dependent ecosystems

The desired outcomes for the D15.15 Waterways Locality in the Pittwater 21 Development Control Plan 2014 are that:

- waterfront development does not have an adverse impact on the water quality and estuarine habitat of Pittwater
- public access along the foreshore is not restricted
- waterfront development does not encroach on navigation channels or adversely affect the use of ferries and service vessels or use of the waterway by adjoining landowners
- structures blend with the natural environment
- structures are not detrimental to the visual quality, water quality or estuarine habitat of the Pittwater Waterway
- a mix of commercial waterfront development for the accommodation of boats, their repair and maintenance, and for organised waterfront development is promoted.

The Site will be managed consistent with relevant Council plans and policies, including those listed in Section 3.3.

Site objectives

Site-specific objectives are to:

- remediate and restore the Site following the demolition of the former boatshed
- enter into an appropriate use agreement for use of the Site for access and a boatshed
- construct the proposed boatshed, seawall, steps and associated structures on the Site in accordance with the *Environmental Planning and Assessment Act 1979*
- ensure safe public access across and around the Site at all times
- minimise the impacts of development and use of the Site on Refuge Cove Reserve and the Pittwater waterway.

5. Future uses and developments

Introduction
Section 36 of the *Local Government Act 1993* requires a site specific Plan of Management to specify:

- the purpose for which the land, and any such buildings or improvements, will be permitted to be used
- the purpose for which any further development on the land will be permitted whether under lease of license or otherwise.

Section 46 of the *Local Government Act 1993* permits the issue of a licence only if the licence is expressly authorised by a Plan of Management.

It is a purpose of this Plan of Management to expressly authorise the granting of a licence to the owner of the adjoining residential property to the Site, being Lot 1 DP 827733.

Legislation controlling the use of land
The use and development of the Site is controlled by the following legislation:

- guidelines for and core objectives of the relevant categories of community land under the *Local Government Act 1993* and the *Local Government (General) Regulation 2021*
- uses for which leases, licences and other estates may be granted on community land under the *Local Government Act 1993*
- any development of public open space owned by Council must be consistent with a Plan of Management for that land prepared in accordance with the *Local Government Act 1993*
- Part 4 of the *Environmental Planning and Assessment Act 1979*, which requires consideration of environmental planning instruments including but not limited to:
  - State Environmental Planning Policy (Resilience and Hazards) 2021. Under this instrument the Site is identified as a coastal environment area and a coastal use area. Divisions 3 and 4 of the SEPP establish criteria governing the assessment of development within such areas
  - Pittwater Local Environmental Plan 2014, and the land use table associated with the C2 Environmental Conservation zone
  - Future environmental planning instruments
- Part 5 of the *Environmental Planning and Assessment Act 1979*.

Permitted uses and future development
Permitted uses under this Plan of Management
The Site is permitted to be used for the purposes of:

- public access to the foreshore
- private access to the foreshore by the owner of Lot 1 DP 827733
- wharf or boating facilities, which is relevantly defined by Pittwater Local Environmental Plan 2014 as:
  - a wharf or any of the following facilities associated with a wharf or boating that are not port facilities
    a. facilities for the embarkation or disembarkation of passengers onto or from any vessels, including public ferry wharves
    d. refuelling, launching, berthing, mooring, storage or maintenance facilities for any vessel
    e. sea walls or training walls

- uses permitted with or without consent under environmental planning instruments
- demolition of structures and rehabilitation of the site consistent with the character of Refuge Cove and any approvals and relevant legislation.

Future development of the land – wharf or boating facilities
The private access and 'wharf or boating facilities' is to be used by the owner of Lot 1 DP 827733 under a licence agreement, which is expressly authorised by this Plan of Management.

To carry out future development for the purpose of a wharf or boating facilities, development consent under Part 4 of the *Environmental Planning and Assessment Act 1979* is required. Notwithstanding that such development is prohibited in the C2 Environmental Conservation zone, Council is satisfied that development for the purpose of a 'boatshed' and associated access stairs is an "existing use" on the Site, which is defined by s.4.65 of the *Environmental Planning and Assessment Act 1979* as:

a. the use of a building, work or land for a lawful purpose immediately before the coming into force of an environmental planning instrument which would, but for this Division, have the effect of prohibiting that use, and

b. the use of a building, work or land-

   i. for which development consent was granted before the commencement of a provision of an environmental planning instrument having the effect of prohibiting the use, and

   ii. that has been carried out, within one year after the date on which that provision commenced, in accordance with the terms of the consent and to such an extent as to ensure (apart from that provision) that the development consent would not lapse.

Under the *Environmental Planning and Assessment Regulation 2021* an existing use may be enlarged, expanded, intensified, altered, extended or rebuilt.

This Plan of Management does not permit the use of the Site as a wharf or boating facility if such a use is abandoned within the meaning of the *Environmental Planning and Assessment Act 1979*.

Development Consents applying to the Site
On 6 April 2022 development consent No. 2020/1762 was granted to "Demolition works and construction of boatshed, ramp, slipway, jetty and steps" (the Development Consent). The Development Consent applies to the Site and to the adjoining Crown Land. The works approved over the Site include:

- demolition of the remaining structures associated with the boatshed which once stood on the land and foreshore area (partly on the Site)
- construction of a boatshed and associated concrete platform/ curtilage (partly on the Site)
- construction of a sandstone seawall around the perimeter of the boatshed (partly on the Site).

Conditions imposed by the Development Consent include:

- applying for a Working and Access on Reserves Permit prior to commencement of construction for public safety and protection of Council infrastructure
- constructing a sea wall in accordance with the Environmentally Friendly Seawalls Guide (Office of Environment and Heritage, 2009)
- complying with the Estuarine Hazard Design Requirements, particularly demonstrating safe pedestrian access to a 'safe haven' above the Estuarine Planning Level
- complying with the Estuarine Risk Management Report (Royal Haskoning DHV, 2021) over the 60 year life of the development
- providing and maintaining public access along the foreshore. The approved plans show public thoroughfare along the foreshore and through Refuge Cove Reserve will continue via:
  - a 1.36 metre wide public accessway between the rear perimeter of the boatshed and the stairs
  - construction of stairs at the southern edge of the structure where there is a level change between the platform and the beach
  - access across the front of the boat shed.

Prohibited uses
Prohibited uses in the C2 Environmental Conservation zone are listed in the Pittwater Local Environmental Plan 2014.

Although not expressly listed in the zoning table in the Pittwater Local Environmental Plan 2014 , use of the boatshed for private uses other than for watercraft storage, such as for a home office or occupation, social gatherings, or for camping or accommodation, are prohibited.

Scale and intensity of permitted development and permitted uses
In accordance with the *Local Government Act 1993* a Plan of Management must detail the scale and intensity of development and uses permitted by the Plan of Management.

The scale and intensity of future uses and developments on the Site is constrained by its small footprint, difficult access, and foreshore/waterway on three sides. The Site is also mapped as having biodiversity values. The scale of future development is constrained further by Clause 4.4 of the Pittwater Local Environmental Plan 2014 which applies a maximum height of buildings of 8.5 metres above the existing ground level. Clause 4.4 is a development standard that may be varied pursuant to Clause 4.6 of the Pittwater Local Environmental Plan 2014 providing that all mandatory matters within that clause are addressed.

The Development Consent for DA 2020/1762 approved a boatshed having a height of 5.35 metres and an external footprint of 6.2 metres wide and 9.2 metres long. This structure will service a single dwelling house.

User Agreements

Introduction
Under the *Local Government Act 1993* a lease, licence, other estate or easement (also known as use agreements) may be granted over all or part of community land.

Use agreements are a way of allowing for the specific use of community land for a specific purpose. They may be held by groups such as sporting clubs and schools, or by private/commercial organisations or people providing facilities and/or services for public use.

Community land is intended to be managed for community benefit. Section 47D(1) of the *Local Government Act 1993* prohibits the exclusive occupation and use of community land unless in accordance with a lease, licence or estate.

A lease will be typically required where exclusive use or control of all or part of community land may be desirable for effective management. A lease may also be required due to the scale of investment in facilities, the necessity for security measures, or where the relationship between a major user and facilities on community land justifies such security of tenure.

Licences allow multiple and non-exclusive use of an area. A licence may be required where intermittent or short-term use or control of all or part of community land is proposed.

A number of licences for different users can apply to the same area at the same time, provided there is no conflict of interest.

Under Section 46 of the Act, a lease, licence or other estate may only be granted over community land if it is for a purpose specified in that section. The licence purpose has to be consistent with the core objectives of the categorisation of the community land.

The maximum period for leases and licences on community land allowable under the *Local Government Act 1993* is 30 years (with the consent of the Minister for a period over 21 years).

Community land may only be leased or licensed for period of more than 5 years if public notice is given according to the requirements of Sections 47 and 47A of the *Local Government Act 1993*.

Authorisation of current use agreements
No use agreements (leases, licences or other estates) currently apply to the Site.

Authorisation of future leases, licences and other estates
This Plan of Management expressly authorises the grant of a licence as set out in Table 5.

The purpose of the licence is to allow:

- the owners of Lot 1 DP 827733:
  - the ability to restore and remediate the land following on from the removal of the former boatshed
  - the ability to construct new boating storage facilities
  - the right to access and to the exclusive use of the stairs and the new boating storage facilities
- the public continued access to the restored foreshore area.

Table 5
Express authorisation of a licence over the Site

Subject land/premises	Lot 2 DP 827733 (58 m2)
Land owner	Northern Beaches Council Land classified as community land under *Local Government Act 1993*
Licensor	Northern Beaches Council
Licensee	Owner of Lot 1 DP 827733
Permitted uses of the land	Boatshed to store watercraft, and access stairs/structures
Tenure	The licensee will have the non-exclusive licence and privilege to use and occupy the premises for the permitted use only. Any structure to be erected on the land would require submission of a Development Application which would be required to address impacts on aquatic ecology, coastal hazards and public access.
Term	20 years from the date of commencement of the licence agreement
Option for renewal	12 month holdover period, or as required by Council
Licence fee	An amount per annum or as required by Council, in accordance with Council's adopted Fees and Charges for use of public land per square metre or as determined by Council
Subleasing	Not permitted to any party for any other purpose

The licence purposes set out above are consistent with Section 46 of the *Local Government Act 1993* as they provide facilities and allow activities which meet the current and future needs of the local community and the wider public for public recreation and the physical, cultural, social and intellectual welfare and development of persons. This will be achieved via the removal of the unsafe structures resulting from the demolition of the former boatshed, the restoration and remediation of the coastal area, the construction of a new boatshed of a modern standard on the Site, and the provision of public access to the restored foreshore area.

These actions will be consistent with, and will further the core objectives for the management of community land categorised as General Community Use set out in Section 36I of the *Local Government Act 1993*.

Objectives, performance targets, means of achievement of the objectives and performance targets, and means for assessing achievement of the objectives and performance targets are listed in Table 6.

Table 6
Action Plan

Issue	**Objectives, performance targets**	**Action**	**Priority**	**Responsibility**	**Means of assessing achievement**
Use agreement	Ensure that the licence applicant has complied with the *Local Government Act 1993* to have authorised tenure over Council land	Enter into a licence agreement between Council and owner of Lot 1 DP 827733 for use of the Site for a boatshed and access stairs/structures.	High	Council, owner of Lot 1 DP 827733	Execution of licence agreement under the *Local Government Act 1993*, Office of Local Government approval
Site remediation and restoration	Ensure that the Site is remediated and restored	Remediate and restore the Site following the demolition of the former boatshed	High	Owner of Lot 1 DP 827733	Site inspection
Construction of approved structures	Ensure that the proposed structures are constructed according to approvals	Issue Construction Certificate	As per approval process	Council	Construction certificate issued
		Construct approved structures on the land according to the Development Application		Owner of Lot 1 DP 827733	Occupation certificate issued by private certifier

6. Implementation

Governance
The Site will remain under the ownership and management of Northern Beaches Council. The Council will oversee the license agreement for site development and activities.

Monitoring
Implementation of actions in this Plan of Management will be monitored through Council's annual performance reports, budgets, and capital works programs. It is important to acknowledge that the commencement and completion of recommended actions depend on available resources, funding, and Council's annual priorities. Action priorities will be reviewed annually to ensure their relevance.

Funding
The Licensee will be responsible for covering all costs related to the management and maintenance of the Site including any associated structures.

Reporting
Achievement of actions listed in this Plan of Management will be reported using Council's Integrated Planning and Reporting Framework.

Income, expenditure and achieved actions regarding the Site will be reported to Council in each financial year.

Review of this Plan of Management
This Plan of Management is intended to be reviewed and updated as required. It should be updated to reflect changing community and Council priorities and issues, to take into account changes in funding, legislation or government directions, and to recognise completed actions. Review of this Plan of Management should also take into account the outcomes of periodic reviews of Council's strategic and operational plans.

The Action Plan table has a shorter life and therefore requires more frequent review and updating. The Action Plan table should be reviewed and revised when required in accordance with Council's budgets, Capital Works Program and changing priorities.

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Former Pittwater Council

- Meeting 7 March 2016 – Meeting Minutes - Council resolution Item C10.1 – 316 Hudson Parade – Renewal of Expired Lease.

Northern Beaches Council

- Ordinary Council Meeting 26 October 2021 – Meeting Minutes – Council resolution - item 13.1 - Consideration of licence request for Council community land Lot 2 DP 827733 (within Refuge Cove Reserve) and adjoining 316 Hudson Parade, Clareville.
- Ordinary Council Meeting 19 December 2023 - Meeting Minutes - Council resolution - item 13.5 - Public Exhibition - Draft Plan of Management for Lot 2 DP 827733, 316 Hudson Parade, Clareville.
- Ordinary Council Meeting - 30 April 2024 - Outcome of Public Exhibition - Draft Plan of Management for Lot 2 DP 827733, 316 Hudson Parade, Clareville

Northern Beaches Local Planning Panel

Northern Beaches Local Planning Panel Assessment Report

Northern Beaches Local Planning Panel Meetings and Minutes:

- 2 March 2022
- 28 March 2022
- 4 April 2022 – Meeting Minutes – Determination of Development Application – Item 4.1 - DA2020/1762 – 316 Hudson Parade, Clareville – Demolition works and construction of a boatshed, ramp, slipway, jetty and steps.

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Barbara Campany and Associates

Community engagement report

Curl Curl to Freshwater Connectivity and Streetscape Upgrade project

March 2024

northern beaches council

Barbara Campany & Associates

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Acknowledgement of Country

We acknowledge the Traditional Custodians and their Country on which we gather today. By these words we show our respect to all Aboriginal people. We acknowledge Elders past, present, and emerging and the spirits and ancestors of the Clans that lived in this area.

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1. Executive summary

Through the Curl Curl to Freshwater Connectivity and Streetscape Upgrade project, Northern Beaches Council is proposing improvements to get more people walking and bike riding safely in the area.

A key feature of the proposal is a separated two-way bike path. This style of bike path is the current preferred model recommended by Transport for NSW (Transport). If approved, it would form part of Council's district bike route which will link the strategic centres of Dee Why and Manly, as identified in the *Northern Beaches Bike Plan* (2020). The proposed bike path includes onward connections south to the Spit Bridge and north to Narrabeen. Other proposed improvements include new raised crossings, two new bus platforms and additional landscaping to create a calmer street environment.

Since 2021 two versions of proposed designs have been presented to the community for consideration. The first proposed concept was for a shared path. The second version was for a separated bike path.

Community feedback on these concepts was integrated into a revised design, along with the findings of the first Road Safety Audit (2022).

Work commenced in June 2023 to begin installing the revised design which was paused following community concern and Council undertook a comprehensive community consultation process. The outcomes will be reported to a Council meeting for review and decision making.

A project page was established on Council's Have Your Say platform that offered a range of materials including details of the proposed design, maps, school walking maps and parking adjustments, before and after images using artists' impressions to help show what was proposed, and other aligned strategies, reports, and a series of iterative FAQs (Frequently Asked Questions).

The project was primarily promoted through Council's regular electronic direct mail (EDM) and printed materials, and signage. Community members could also attend block meetings, register to meet individually with the project team, by phone, or at public drop-in meetings.

Feedback was captured through an online survey that included a question that asked respondents which elements of the proposal design they like (with options to select specific elements of the design) and which elements of the design could be improved. An open comment box was also provided to capture more general feedback. Email and written comments were also invited.

This Community Engagement Report (CER) was prepared by Barbara Campany & Associates Pty Ltd in collaboration with Northern Beaches Council (Council).

The purpose of this CER is to provide a comprehensive review and analysis of the submissions made by members of the community and other stakeholders to Council in response to the public exhibition of the updated design that was exhibited from 6 November – 10 December 2023.

The five week public exhibition was planned to acknowledge the high level of local interest in the project and to allow the community more time to provide feedback. (Council's *Community Engagement Strategy 2022* recommends a minimum 28-day engagement period.)

The approach to completing the analysis included identifying the opportunities, improvements and issues raised within the submissions and coding them in accordance with the themes.

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Number and themes of submissions

A total of 862 submissions were received during the public exhibition. Some people made more than one submission and it should be noted that one submission could contain several themes and sub-themes. After duplicate submissions were identified and combined, 758 individual submissions from respondents were finalised.

Of these, 661 respondents made submissions via Council's Have Your Say page, 90 were received directly via email or letter and seven were from organisations directly impacted by the proposal, including:

- Harbord Public School (Executive and P&C)
- St John the Baptist Freshwater (Executive and P&C)
- Keolis Downer Northern Beaches (bus operator)
- URM (waste management provider)
- Bicycle NSW
- Better Streets Northern Beaches
- Fire and Rescue NSW

The feedback was reviewed, coded, and categorised within the following nine overarching themes and 24 associated sub-themes.

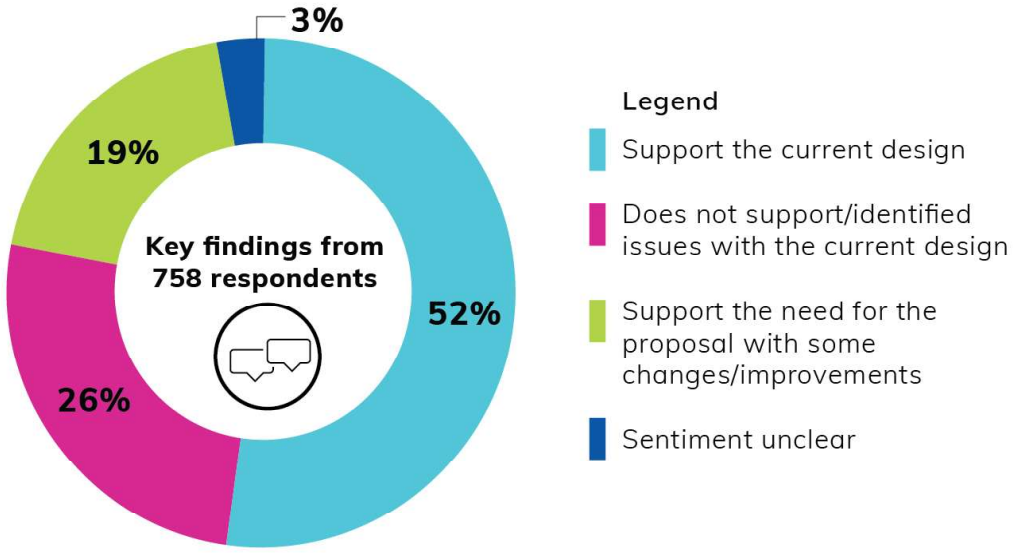
1. Street use
   - Bus stops
   - Parking
   - Traffic impacts
   - Mobility and accessibility
   - Vehicle user behaviour
   - Multi use/competing use
2. Safety
   - Pedestrian crossings
   - Bike rider safety
   - E-bike safety
   - Pedestrian safety
   - Vehicle user behaviour
   - Traffic calming/40Kmph zone
3. Amenity
   - Landscaping/trees
   - Street furniture
   - Stormwater
   - Sense of place and community
4. Access
   - Driveways
   - Bin collection
5. Project rationale
   - Project value/need
   - Project benefits/enhancement

6. Location
   - Alternate routes
   - Project isolation/connections
7. Environment
   - Travel behaviour
   - Other environmental impacts/benefits
8. Engagement process
9. Economic impact to residents

Key findings

The high-level findings from the 758 submissions (across all feedback channels) show that 394 respondents support the proposed design, 196 provided feedback indicating they either did not support the design and/or felt improvements could be made to it, 143 respondents had mixed views, for example some expressed they supported the need for the proposal while also suggesting changes/improvements. The remaining 25 respondents were unclear about their view of the design. Figure 1 presents the summary of this data.

Figure 1 High level findings from 758 respondents



A simple survey was used on Council's Have Your Say web page to collect data from respondents on elements of the current design they liked, and elements of the design they felt could be improved. Survey logic was applied to the questions regarding improvements, making it compulsory for respondents to elaborate on their reasons for suggesting changes or for those who did not support the proposal so that Council could learn more about community concerns and refine the design. Survey logic was not applied to questions regarding elements of the design respondents liked, as no further information was required in this situation.

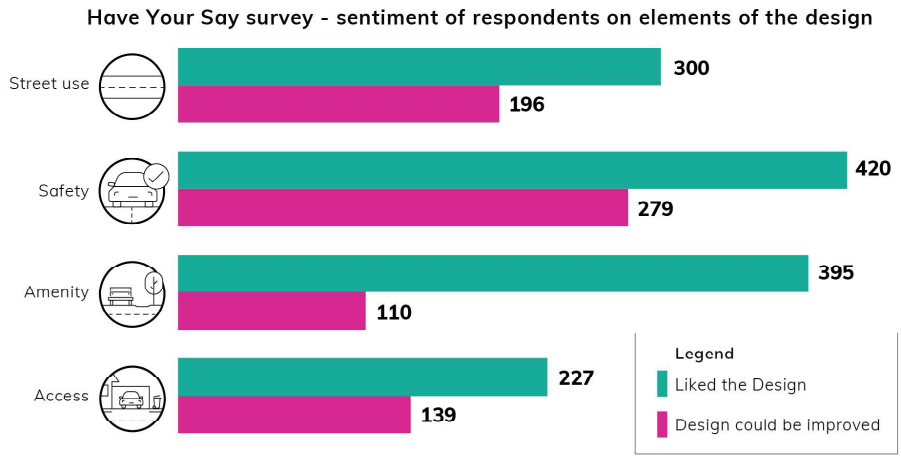
However, the open field comments box at the end of the survey was an option if respondents wanted to leave any other comments, although many respondents who indicated they liked elements of the design did not provide comments.

Of the 661 respondents who participated in the Have Your Say survey, a greater number selected that they liked elements of the design than those who felt there was room for improvements to the design. Those who selected they liked the design could submit their submission at that point, or they could continue to select and comment on further elements that they liked. Those who selected that the design could be improved were not able to submit their response until they provided further comment on specific elements of the design, in order for Council to gain an understanding of where the design could be refined.

Thus, the structure and style of the survey prompts encouraged more detailed submissions from those who felt there was room for improvement in the design.

This outcome may lead the reader to believe that these are the views of the majority of the respondents. They are not, as they represent less than half of those who responded. To illustrate this, Figure 2 shows the overall sentiment of those who selected elements of the design they liked, or elements of the design they felt could be improved in the Have Your Say survey.

Figure 2 Have Your Say survey – sentiment of respondents on elements of the design



Note that, as the analysis progressed, other themes were identified (beyond the four noted in Figure 2 and prompted by the survey) to more accurately analyse comments made. These included project rationale, project location, environment, engagement process and economic impacts, and their relevant sub-themes.

This analysis also considers submissions made through other means as described in Section 3.1. The full summary of comments received from respondents by theme is illustrated by percentage in Figure 3.

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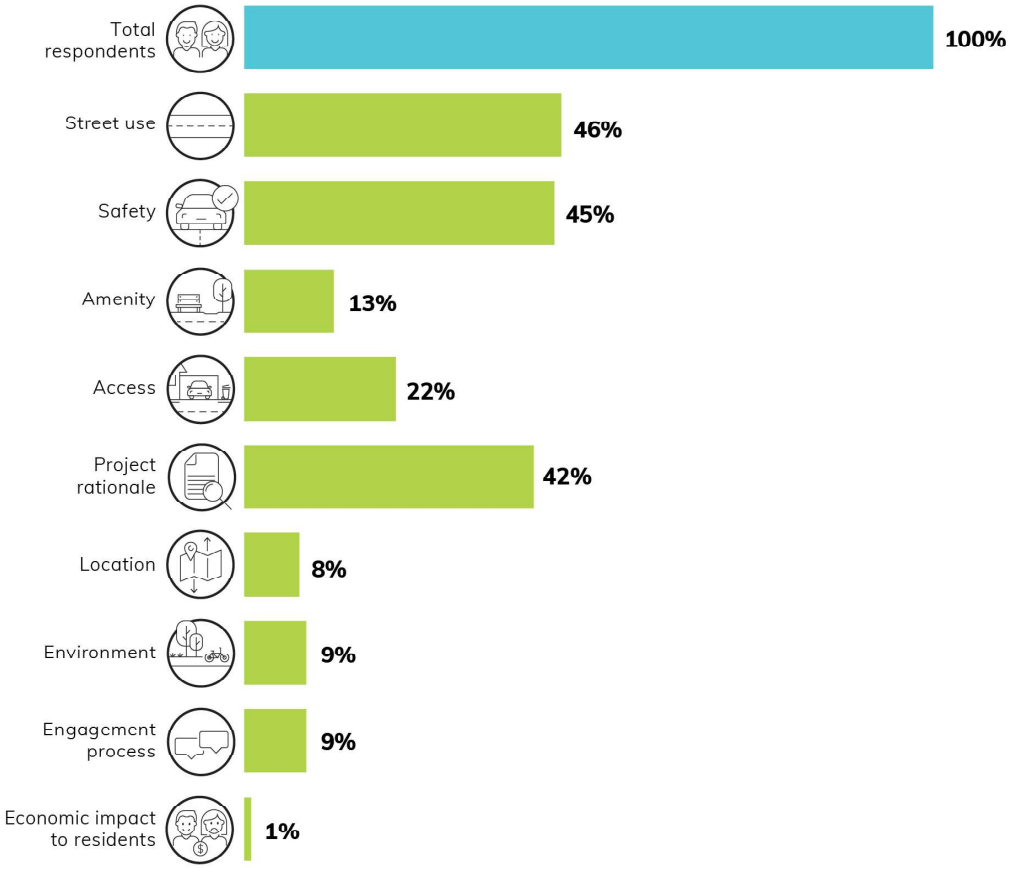
Figure 3 Themes - percentage of respondents who made comments



2. Introduction

2.1 Background

Through the Curl Curl to Freshwater Connectivity and Streetscape Upgrade project, Northern Beaches Council is proposing improvements aimed at getting more people actively involved in healthy living activities like walking and bike riding in the area.

The project aims to enhance the streetscape appeal, improve the sense of liveability, slow the traffic down and deter the 'rat running', provide better travel options, promote the safety of walking and bike riding in the area, and ultimately give the streets back to the people who live there.

Improvements include new raised crossings, two new bus stop platforms and additional landscaping to create a calmer street environment. A key feature is a separated two-way bike path on the eastern side of Oliver Street between Lawrence and Brighton Streets, then crossing over to the western side of Oliver Street between Brighton and Bennett Streets and on to the northern side of Bennett Street between Oliver and Park Streets.

Council is working closely with Transport for NSW (Transport) and key stakeholders on this important project to promote and improve the safety and access for people of all abilities, particularly school children.

The separated two-way bike path forms part of Council's district bike route which will link the strategic centres of Dee Why and Manly, as identified in the *Northern Beaches Bike Plan* (2020). The route includes onward connections south to the Spit Bridge and north to Narrabeen. Council secured funding to construct this section of bike path under the Commonwealth Government's Federal Stimulus – School Infrastructure Program.

Since 2021 three versions (including this one) of proposed designs have been presented to the community for consideration.

Concept one: Proposed shared path (23 August - 19 September 2021).

Initially, Council sought comment on a proposed new 2.5m wide shared path from Curl Curl to Freshwater Village along Oliver Street in Freshwater and Bennett Street and Park Street in Curl Curl. Community consultation took place from 23 August - 19 September 2021. The feedback reflected community support for improving walking and bike riding connections along the proposed route.

Feedback also requested consideration of a separated bike path along the same route which would address any potential conflicts between walkers and people riding bicycles, particularly those travelling at higher speeds.

Concept two: Consultation on three options (including Option 1) for a separated bike path (17 November - 15 December 2021).

Feedback indicated a high level of support for an improved cycling connection between Curl Curl and Freshwater. Over half of respondents expressed support for either a separated bike path, a separated bike path narrowed to retain parking, or a shared path, whilst a quarter of respondents did not support any of the options presented.

Community feedback on these concepts was integrated into another revised design along with the findings of a Road Safety Audit (2022) and approval at the Local Traffic Committee meeting (held 5 April 2022).

The updated design is in line with the adopted *'Move' Northern Beaches Transport Strategy 2038*, *NSW Guide to Walkable Public Space*, *Transport for NSW Cycleway Design Toolbox* and the *NSW Government Road User Space Allocation Policy*.

In June 2023, Council commenced installing the updated design that integrated community feedback and the findings of a Road Safety Audit (2022).

Council listened to community concerns raised at that time, paused the work and committed to undertaking a comprehensive community consultation program that included the outcomes being reported to a Council meeting for review and decision making.

Feedback gathered from the community and key stakeholders was again considered and informed a proposed revised design that was put on public exhibition for community consultation (6 November – 10 December 2023).

Following this consultation (and due to community safety concerns), Council appointed an independent Road Safety Auditor to review both the latest revised design that was exhibited in November/December 2023 and to provide a review of the existing state of the proposal route. This will help Council to understand the relative safety implications of the proposal compared to the original road allocation.

Additionally, in response to a spike in complaints from residents reporting near-misses between pedestrians and e-bikes across the Local Government Area (LGA) - 38 last financial year, Council resolved to review the *Northern Beaches Bike Plan* at the 26 September 2023 Council meeting (item 13.3). This review (planned for 2024/2025) will assess the feasibility and establish a strategy for enhancing safety by upgrading the infrastructure to transition to a safer bike path design. This decision reflected the findings of the first safety audit, considering varying speeds of footpath users and the increase in micro mobility devices.

Consequently, the revised proposed design features:

- on-road two-way separated bike path on the northern side of Bennett Street and eastern side of Oliver Street
- 20 kph quiet safe street environment on Park Street
- eight new and improved crossings for people walking and bike riding
- one zebra crossing upgraded to a raised pedestrian crossing
- improved street landscaping including new garden beds and trees
- two new bus stop platforms that will be disability compliant and enable quicker boarding and alighting of bus passengers
- safer walking routes to local primary schools with over 2,000 households able to walk continuously using marked crossings
- wider lanes compared to previous proposals plus additional width at the bend of Oliver Street and Bennett Street
- more pavement space for children and families during pick-up and drop-off times outside Harbord Public School on Oliver Street
- wayfinding signage and line marking upgrades.

2.2 Purpose

The purpose of this CER is to provide a comprehensive review and analysis of the submissions made by members of the community and other stakeholders to Council in response to the public exhibition of the revised design that was exhibited from Monday 6 November to Sunday 10 December 2023.

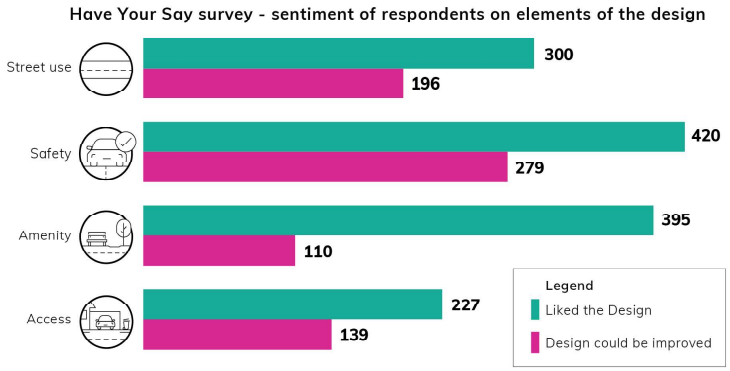
The five week engagement period was planned to acknowledge the high level of local interest in the proposal and to allow the community more time to provide feedback. (Council's *Community Engagement Strategy 2022* recommends a minimum 28-day engagement period).

Council invited the community and other stakeholders to view the updated revised design plans and provide feedback by completing the survey and providing comments where relevant. The key outcomes of this engagement are described below.

2.3 Key outcomes

Table 1 illustrates the key outcomes of the responses received during the public exhibition of the revised design.

Table 1 Summary of statistics for how people responded

Total unique responses	Total 758[1]
How responses were received	Survey: 661 completions Online comment form: 595 contributions Direct (email/letter): 97
Sentiment questions: Which elements of the current design do you like? Which elements of the current design could be improved?	

[1] Not every respondent provided comments in addition to answering the sentiment questions

3. Engagement

3.1 Approach

Community and stakeholder engagement for the Curl Curl to Freshwater Connectivity and Streetscape Upgrade was conducted over a five week period, from Monday 6 November to Sunday 10 December 2023.

This phase of engagement was planned, implemented and reported in accordance with Council's *Community Engagement Strategy* (2022). The level of impact of the project was identified as Level 2 (High-Local) and the engagement approach was developed so that it was appropriate and responsive to the high level of community interest in the proposal, as demonstrated during the previous two rounds of engagement on the project.[2]

A project page was established on Council's Have Your Say platform with information provided in an accessible and easy to read format. It included details of the revised design, maps of proposed bike connections, school walking maps and parking adjustments, and before and after images using artist's impressions of the streets in the proposal design area. An extensive frequently asked questions (FAQ) section was included to answer key questions about the proposal and it was regularly updated during the public exhibition in response to new questions arising from the community.

The project was primarily promoted through Council's regular electronic direct mail (EDM) as well as through postcards (distributed to local residents and made available at local venues) and on-site signage. Letters were also delivered to residents inviting them to visit the Have Your Say page, attend resident block meetings and register to meet individually with the project team, either by phone, or at public drop-in meetings.

The project team also visited and spoke to local businesses and directly engaged with local schools, the local bus operator, the waste management provider, the cycling peak body for NSW and emergency services.

Feedback was captured through an online survey embedded into the Have Your Say project page[3]. The form included a question that asked respondents which elements of the proposal design they like (with options to select specific elements of the design) and which elements of the design could be improved. The survey also asked them a question regarding the transition to designated bin collection locations.

An open-field comments box was provided for interested participants to provide any other comments and feedback on the proposal and to upload an attachment. This section was optional.

Email and written comments were also invited, as well as an option on the website to 'book in' to speak to our project team.

Contact details for the project team were provided for anyone with questions.

[2] The Community Engagement Reports for the two previous rounds of engagement on the project and a Summary Issues Report can be found on the project website at https://yoursay.northernbeaches.nsw.gov.au/curl-curl-freshwater

[3] https://yoursay.northernbeaches.nsw.gov.au/curl-curl-freshwater

3.2 Reaching diverse audiences

A comprehensive stakeholder mapping exercise was completed to identify and understand the needs of local residents and the whole community, and the engagement approach was designed to reach these diverse audiences.

Council also emphasised the importance of engaging directly with impacted residents, residents in the surrounding areas, young people and NSW Fire and Rescue who may require access to the local streets in emergency situations. The proposal was promoted to young people at a fair at Harbord Public School and via letter on 23 November 2023 to local schools including Northern Beaches Secondary College Manly Campus, Stella Maris College and Northern Beaches Secondary College – Freshwater Senior Campus.

3.3 How we engaged – channels and statistics summary

Table 2 illustrates the platforms and channels used by Council to promote the community engagement during the public exhibition of the proposal.

Table 2 Channels of communication and engagement with summary of statistics

Have Your Say	Visitors: 4,483	Visits: 6,848	Av. time onsite: 3 min 17 sec
Social media	Posts: 4		Reach: 4,900 Likes, comments and shares: 3,161 Clicks: 478
Print media and collateral	Site signs: Yes Letterbox drop: Yes Postcards: Yes Parking impact letters: Yes Display posters: Yes Council news story: Yes Manly Observer: Yes		Number: 21 Number: 280 1600 delivered/550 other Delivered: 67 Number: 21 Clicks: 1,120 Reach: 37,000 social media followers
Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 3 editions Council (weekly) e-News: 3 editions Project EDMs: 7 updates (including when engagement opened and closed)		Distribution: 22,500 subscribers Distribution: 61,500 subscribers Recipients: 770 – 971 subscribers

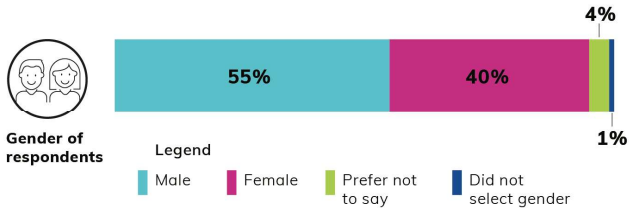
Face-to-face sessions	Block meetings: 12 meetings (219 households invited to attend)	69 participants (approx.)
	Drop-in sessions: 2 sessions	31 attendees
	Scheduled phone calls (registration required)	10 calls
	Business meetings: Informal visits by project team	5 meetings
	Pop-up at school fair	1 (attendees not counted)
Key stakeholder engagement	Email/letters sent to eight organisations and responses received from seven organisations	Letters sent: 8 Responses received: 7

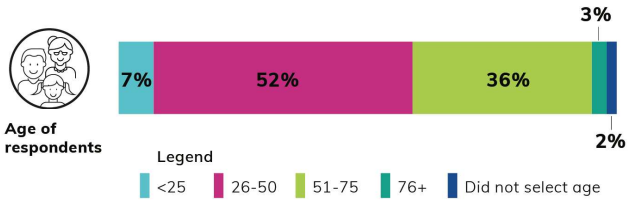
3.4 Who responded

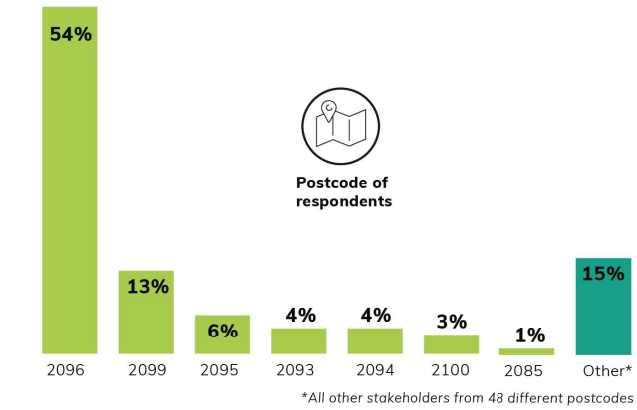
3.4.1 Demographics

Table 3 provides a summary of the demographic information of those who made a submission via Have Your Say.

Table 3 Summary of demographic information of respondents who made a submission via Have Your Say







In order of appearance on Postcode graph:

2096 – Curl Curl, Freshwater, Queenscliff
2099 – Cromer, Dee Why, Narraweena, North Curl Curl
2095 – Manly
2093 – Balgowlah, Balgowlah Heights, Clontarf, Manly ale, North Balgowlah
2094 - Fairlight
2100 – Allambie, Allambie Heights, Beacon Hill, Brookvale, North Manly, Oxford Falls, Warringah Mall
2085 - Belrose

3.4.2 Interest and community groups who made submissions

A number of interest and community groups made written submissions. These include the following:

- Harbord Public School (Executive and P&C)
- St John the Baptist Freshwater (Executive)
- Keolis Downer Northern Beaches (bus operator)
- URM (waste management provider)
- Bicycle NSW
- Better Streets Northern Beaches
- Fire and Rescue NSW

3.5 Engagement purpose and objectives

A community engagement plan was developed to guide the engagement approach. This described objectives, stakeholders, key issues and the engagement approach. It also outlined engagement tools and techniques and detailed the engagement activity program.

Community and stakeholder engagement aimed to:

- provide accessible information so community and stakeholders can participate in a meaningful way
- identify community and stakeholder concerns, local knowledge and values
- seek out and facilitate the involvement of those affected by or interested in a project.

4. Approach to analysing the data

4.1 How submissions and the content have been considered

A total of 862 individual submissions were received during the public exhibition. Some people made more than one submission. After duplicate submissions were combined, 758 stakeholders have contributed to the feedback analysed in this report. Of these, 661 people made submissions via Council's Have Your Say page, 90 were received directly via email or letter and seven were from organisations directly impacted by the proposal, including:

- Harbord Public School (Executive and P&C)
- St John the Baptist Freshwater (Executive)
- Keolis Downer Northern Beaches (bus operator)
- URM (waste management provider)
- Bicycle NSW and Better Streets Northern Beaches (joint submission)
- Fire and Rescue NSW

Council counted the submissions in the following way:

- One submission from one individual only (where duplicate submissions were received from the same individual these are considered as one submission)
- One submission per each member of the same household who share the same IP address
- Duplicate identical submissions from the same IP address were counted once
- One submission from each interest or community group/association, recognising that the submission is representative of the views of all members – this includes any petitions received

Comments and issues raised by respondents were coded, with many submissions raising multiple themes. These have been captured, coded and analysed against the themes that arose.

Three form submissions (identical feedback from three respondents) were received and have been counted as one.

The entire collection of submissions (and submission numbers) is presented as verbatim comments in Appendix C attached to this report.

4.2 How the data has been themed and analysed

Each response has been assigned a submission number and all identifying information in the submission has been removed. The verbatim comments are appended to this CER with all personal identifying information redacted from each submission, except where the submission is from a recognised interest or community group. This is line with Council's policy on its Have Your Say website regarding submissions:

All comments in their entirety are made publicly available in the Community Engagement Report. Personal identifying information, and content which is discriminatory, hateful or which may defame, offend, insult, humiliate or intimidate will be redacted.

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. Photos or images included with any submission have been redacted in case of offence being caused and to protect personal privacy.

The following analysis includes submissions received via Council's Have Your Say page, via email or letter and from organisations directly impacted by the proposal (local schools, bus operator, waste management services, bike peak body and emergency services).

The analysis identified the comments and issues within each submission and coded them in accordance with the themes emerging. Some respondents raised or commented on multiple themes.

A simple survey design was used to collect data from respondents on elements of the current design they liked, and elements of the design they felt could be improved. Survey logic was applied to the questions regarding improvements, making it compulsory for respondents to elaborate on their reasons for suggesting changes or for those who did not support the proposal so that Council could learn more about community concerns and refine the design. Survey logic was not applied to questions regarding elements of the design respondents liked, as no further information was required in this situation.

However, the open field comments box at the end of the survey was an option if respondents wanted to leave any other comments, although many respondents who indicated they liked elements of the design did not provide comments.

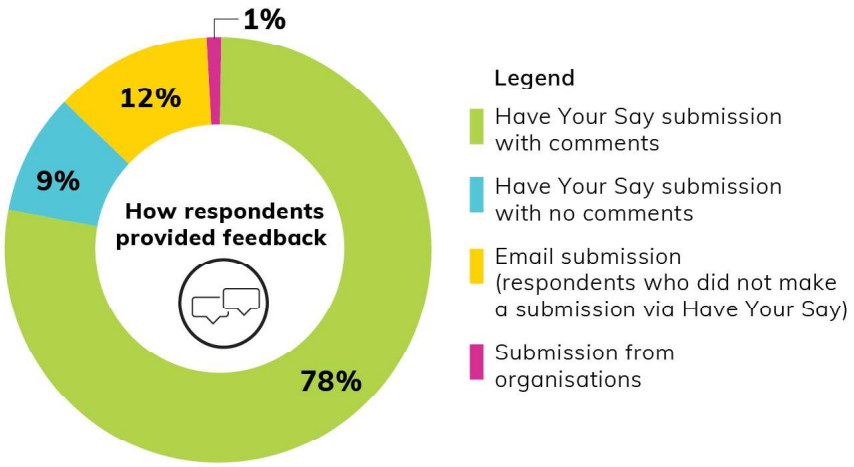
Note that the comments do not reflect respondent numbers, rather that multiple comments could potentially have been made by one respondent. Comments have been themed separately to ensure an accurate reflection of the various issues raised by respondents.

Where respondents made comments about more than one theme, they have been counted in each theme.

Some of the themes are related and comments have been themed where they are most relevant.

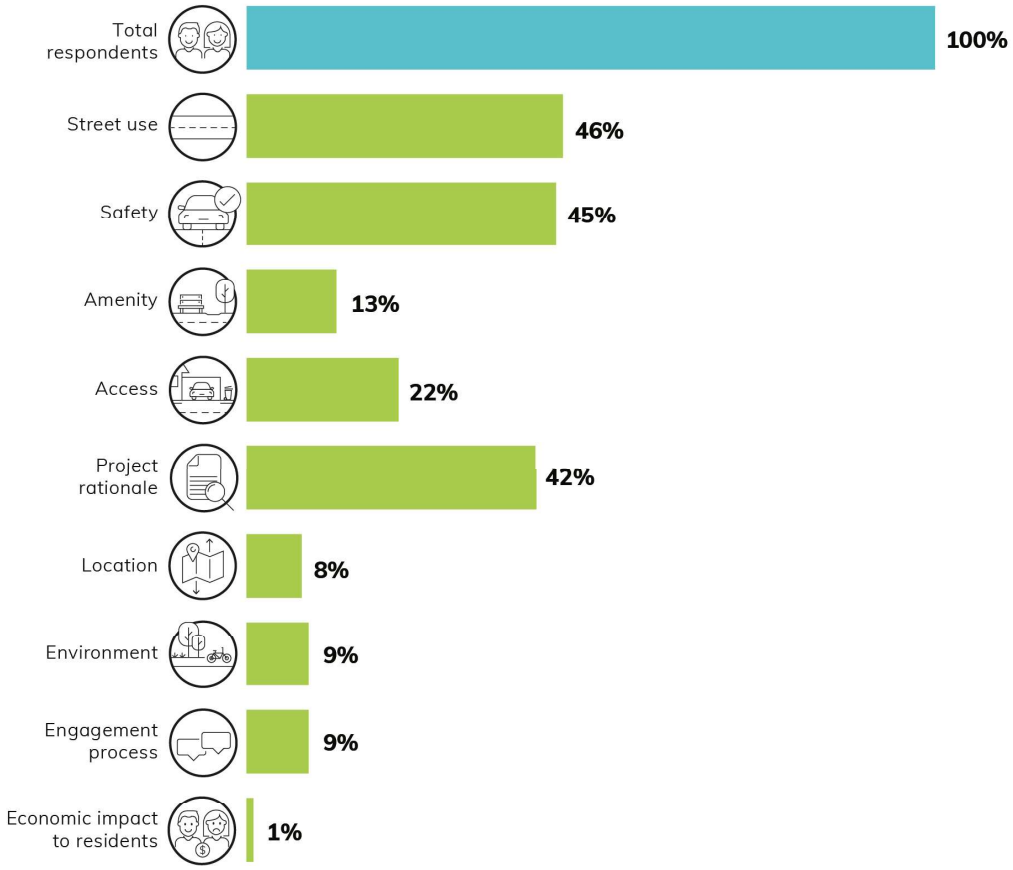
Figure 4 illustrates how respondents provided feedback.

Figure 4 Percentage of respondents and how they made their submission



An infographic summarising the percentage of respondents who made comments by themes is presented in Figure 5.

Figure 5 Themes - percentage of respondents who made comments on specific themes



4.3 Feedback received via other channels

During the five week public exhibition period for the project, from Monday 6 November to Sunday 10 December 2023, there were many opportunities for community members to meet with the project team and discuss their concerns and issues about the revised design. These included pre-booked phone meetings, resident block meetings, public information sessions where people could register for a 1:1 meeting and informal discussions with local businesses. These were scheduled as follows:

- Monday 13 November 2023 – pre-booked meetings by phone (10 residents)
- Friday 17 November 2023 – block meetings (12 meetings) attended by approximately 69 residents
- Monday 20 November 2023 – drop-in session with pre-booked 1:1 meetings (17 residents)
- Sunday 26 November 2023 - drop-in session with pre-booked 1:1 meetings (12 residents)
- Business stakeholder meetings at various dates and times (5 meetings)

Community members were encouraged to use Council's Have Your Say platform so that their feedback could be captured as a formal submission.

We understand that not everyone chose to make a formal submission via Have Your Say. Therefore, we have also considered the anecdotal feedback from informal discussions between community members and the project team in the themed analysis of feedback. The themed

anecdotal notes from these discussions can be found in Appendix A Summary of engagement activities.

A community petition containing 916 signatures was also submitted to Council. It stated the following terms:

1. I reject the proposed dual-lane cycleway design released on 6 November 2023 due to the expected impact on community safety
2. I will reject any future pathway design that will involve large-scale removal of parking
3. I request that the central pedestrian safety islands be retained at pedestrian crossings
4. I request that Council immediately remove the remnants of existing cement barriers installed at the southern end of Oliver Street and repair all other road damage and reinstate all line markings on Oliver and Bennett Street (i.e repair all damage & safety impacts created by Council)
5. I request that Council extend the period of consultation for this project until 31 January 2024

Following a request to accept late submissions, Council re-opened the project page on the Have Your Say platform for one week from 26 February to 3 March 2024.

A total of 28 submissions were received and considered. A summary of the feedback received in these submissions can be found in Appendix B.

4.4 Assumptions and limitations

The analysis of submissions in this report is qualitative. Feedback was captured through several channels including an online survey form where respondents were invited to include comments, via email and letter, and directly from organisations impacted by the proposal. Anecdotal feedback from face to face engagement was also considered.

Submissions provided extensive and detailed information specific to many aspects of the proposal. One of the challenges in analysing this type of feedback is in identifying the key issues without bias. Therefore the comments and issues within each submission were analysed in accordance with nine high level themes and more specific sub-themes that emerged from the data.

A further limitation to the data analysis was the Have Your Say survey design. Whilst a greater number of respondents selected that they liked elements of the design than those who felt there was room for improvements, the structure and style of the survey prompts encouraged more detailed submissions from those who felt there was room for improvement in the design. Those who selected that the design could be improved were not able to submit their response until they provided further comment on specific elements of the design whereas respondents who selected that they liked elements of the design were not required to further elaborate by leaving comments.

This outcome may lead the reader to believe that the views expressed for improvements to the design are the views of the majority of the respondents. They are not, as they represent less than half of those who responded to the Have Your Say survey.

5. Data analysis and findings

5.1 Street use



5.1.1 Overview of sub-themes

Of the 758 respondents who provided feedback, 54 percent of people did not comment on street use, thus suggesting they did not have issues with the proposal or support the current design.

For those who provided feedback, 46 percent (350 people) made 510 comments on street use. The sub-themes of street use that emerged included i) bus stops, ii) parking, iii) traffic impacts, iv) mobility and accessibility and v) multi use/competing use.

Of the 510 comments made, many people (215) noted issues concerning multiple uses of the streets in the proposal area, 158 people commented on parking as an issue, 64 people commented on bus stops and a further 61 raised traffic impacts. Only 12 people commented on mobility and accessibility considerations.

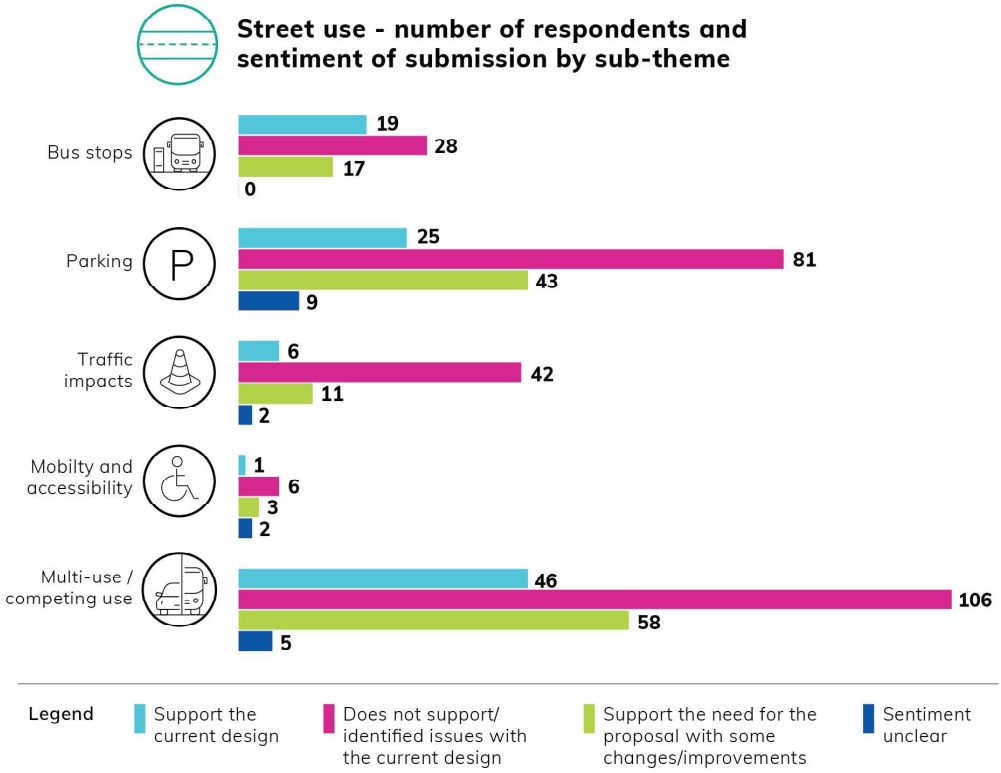
Most of the comments shared concerns about the width of Oliver Street and its capacity to accommodate multiple and competing transport modes, citing diminished safety, visibility and usability of the road for all users in the revised design. Parking was the next most mentioned issue, including loss of parking spaces, narrow width of the parking lane and support for restricting parking of non-motorised vehicles (boats, trailers, caravans) in the local streets to prioritise car parking.

Bus stops and traffic impacts were also issues noted, although with a lesser number of comments. Concerns about the potential traffic congestion and traffic delays caused by large and heavy vehicles competing for space within the narrow lane widths and holding up traffic behind them when they are stationary were also raised.

Most concerns about bus stops related to buses having to stop in the traffic lane and the potential impact on traffic flow, with drivers having to wait behind the bus when it is stopped. It was perceived that this could pose a risk associated with car drivers potentially trying to pass a stationary bus on the wrong side of the road in the path of oncoming traffic.

Figure 6 illustrates whether respondents who provided comments on this theme had issues with the revised design or not, whether they agreed with some elements of the design but not others, and where comments were unclear.

Figure 6 Respondent sentiment about the sub-themes in street use



i) Bus stops



Of the 350 people who made comments on street use, 64 respondents provided comments about bus stops in the revised design. Many people were concerned about buses having to stop in the traffic lane and the resulting impact on traffic flow, with drivers having to wait behind the bus when it is stopped. Concerns were raised about drivers becoming impatient and potentially trying to pass a stationary bus on the wrong side of the road in the path of oncoming traffic.

Those respondents commenting on bus activity were concerned about the potential traffic build up at peak times and the potential risk of accidents for both cars and pedestrians, for example outside Harbord Primary School and at the blind corner bend of Oliver and Bennett Streets where many students wait for the bus. Other issues raised included the bus stop at Bennett Street potentially posing danger to waiting passengers due to its proximity to the traffic lane. Others thought that Oliver Street generally was too narrow to accommodate bus stops as proposed in the revised design.

The bus stops on Oliver Street close to Brighton Street were also identified as potentially causing congestion due to cars being held up behind a stationary bus and blocking the intersection, with the possible risk of drivers becoming frustrated and trying to pass the bus without a clear view of traffic exiting the intersection.

The bus stop at Harbord Public School attracted many comments in relation to the safety of school students due to the location of the bike path in front of the bus stop. Most comments on this issue supported relocating the bike path to behind the bus stop. Some suggested that a bus stop design like the one proposed for Bennett Street bus stop (with the bike path located behind the bus stop) was preferred.

Some suggestions to improve the design of bus stops included speed humps or slow zone markings/acoustic treatments to slow down bike riders at bus stop crossings, the addition of bike racks near bus stops so people can park and ride, increased bus stop visibility/lighting and shade coverage for wheelchair users.

Respondents also commented that the proposed relocation/loss of a bus stop would impact mobility for elderly residents and others commented that localised amenity could be impacted due to bus movements (slowing, idling and accelerating) in proximity to neighbouring residents.

ii) Parking



A lot of respondents commented on parking (158 people). The main issue for most of these respondents was the loss of parking, however some people supported the reallocation of parking spaces to make it safer for drivers and bike riders. For example, removal of parking at the corner of Surfers Parade would make it safer for vehicle turning.

There was some confusion amongst respondents about the actual number of parking spaces proposed for removal. Respondents thought there were some inconsistencies between the exhibited plans and the table identifying how many car parking spaces would be lost. They requested confirmation from Council about the final number and location of parking spaces.

There were many comments about the impact on local residents of removing parking spaces, including:

- on-street parking being important for residents who don't have off street parking
- the need for parking spaces to accommodate vehicles using local playing fields, the commercial area on Oliver Street and areas of high visitation such as schools
- the need for dedicated "mail zone" parking at the Oliver Street post box
- encouraging parking in side streets and nearby carparks which are already perceived to be at capacity
- multiple unit blocks in Oliver Street and Wyuna Avenue needing on-street parking
- the direct impact on residents of reduced parking spaces on the bike path side of Oliver Street and Bennett Street to accommodate proposed driveway offsets and bin collection points
- loss of parking spaces due to the proposed No Stopping zones on the corner of Oliver and Bennett Streets to widen travel lanes at the bend

Respondents suggested a range of ideas to address the issue of reduced parking, such as:

- reduce parking space lengths to retain more parking
- prioritise parking spaces over garden beds
- encourage more vehicles to park on private property
- allow parking on the nature strip and bigger driveways on the verge
- introduce resident only and no parking in some areas, such as close to driveways
- increase parking in surrounding streets.

Also of high importance to respondents was the issue non-motorised vehicles (boats, trailers, caravans) currently occupying valuable on-street parking. Many people would like to see on-street parking restrictions for these vehicles due to the proposed narrow width of the roads and possible reduced visibility around where they park. Some people were concerned that the elimination of caravan and trailer parking was only being proposed for the bend/intersection of Bennett and Park Streets and would like to see more widespread restrictions. However, others felt that it is unfair to remove parking for non-motorised vehicles which were purchased by residents when they could legally park on the street.

Another important issue for respondents was the 2.1m width of parking lanes, which they reported is too narrow, especially for larger vehicles and 4WDs. They thought there would be a

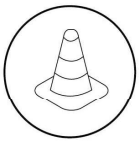
risk of cars being side swiped causing danger to passengers, especially when opening doors and alighting vehicles.

Many comments focused on the importance of retaining parking for emergency vehicles, particularly if they need to attend homes along the streets being upgraded. Others were concerned about the misconception that trees would be removed when removing parking spaces.

Some respondents raised concerns about the potential bottle neck at the commercial area on the corner of Oliver and Brighton Streets with traffic and parking congestion, and the common occurrence of double parking. However, more respondents were concerned that the loss of parking will impact businesses, many of which are owned by local families and serve the community.

Most respondents raised the concern that they feel the streets are too narrow for parking on both sides considering the proposed design of the traffic lanes and the bike path. There were also concerns about the potential reduced visibility created by locating parking spaces on the outside of the bike path, as well as concerns about the perceived increased risk to residents exiting their driveways.

iii) Traffic impacts



Sixty-one (61) respondents commented on traffic impacts. The majority of comments cited traffic congestion and traffic delays caused by narrow road lanes. Many respondents reported that residents did not support the connectivity and streetscape upgrade proposal due to the inconvenience of traffic congestion to people who live locally and regularly use the impacted streets.

One of the key concerns about congestion was the potential impact on large and heavy vehicles such as buses, garbage trucks and emergency vehicles. Respondents noted that the road network in the proposal area is already struggling with congestion, citing that buses and garbage trucks compete for space within the existing road space which respondents perceive as being narrow already. Some suggested that garbage trucks tend to stop for long periods when emptying rubbish bins and drivers may get impatient and try to overtake, causing danger to oncoming traffic.

Some respondents thought that the proposed plan prioritises bike riders above vehicle drivers (motorists, bus and truck drivers) and that it should be safe for all users.

It was suggested that the revised design would not achieve the objective of redirecting heavy vehicles away from Oliver Street and that the alternative route along Harbord Road is also congested.

Some people cited a diminished trust in Council due to previous unsuccessful plans for this area. However, there was also support for the proposal and its perceived long-term benefits for the community such as reduced traffic congestion attributed to more people waking and riding.

Respondents also raised specific concerns about what they perceive as potential problem areas, including:

- the challenge for vehicles turning into narrow side streets
- congestion at junctions caused by pedestrian crossings
- the realignment of lanes at St John the Baptist School could impact parking and traffic flow
- the need for a dedicated turning lane from Oliver Street into Johnson Street where St John the Baptist School is located so that cars don't block the roundabout (caused by a short queuing area outside the school)
- poor visibility and blind spots for drivers where intersections are close to roundabouts and pedestrian crossings.

Other respondents commented that line markings from previous plans cause confusion, particularly in dark, wet or glary conditions.

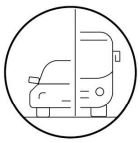
iv) Mobility and accessibility



Twelve (12) respondents commented specifically about mobility and accessibility. Most of the comments raised concerns about the challenges that could be faced by people who are elderly and people with a disability when alighting from cars and buses. Some examples included the perceived challenge of having to navigate a step down when alighting and then a step up onto the footpath, as well as the potential danger of crossing the bike lane. Other issues raised for people who are less mobile and disabled included the trip hazard posed by the concrete separators and the potential falls risk posed by having to wheel their rubbish bins to the new collection point.

A small number of comments suggested that the revised design would benefit people with poor mobility due to improved street crossings, as much as it would benefit bike riders.

v) Multi-use/competing use



Multi-use or competing use attracted comments from the highest number of respondents for this theme (215 respondents). Most people who commented were concerned that the proposed project area was not intended (and streets not wide enough) to accommodate multiple transport modes. They said that safety, visibility and usability of the road would be strongly diminished by the project. They expressed concerns about the speed of bicycles and e-bikes that may use the footpath or spill onto the roadways rather than staying on the bike path.

Some stated that the plan does not consider all road users, including cars, trucks, delivery vans, garbage trucks, buses and emergency vehicles who are competing for space with bike riders and all the users (of varying ages and abilities) of the footpath/crossings.

Many respondents said the traffic lane widths were too narrow for large turning vehicles, particularly buses, with two non-roundabout intersections where buses could potentially be forced to use part of the oncoming traffic lane to complete the turn. Some commented that parked cars are too close to the traffic lane with no buffer or room for error.

There was strong support for improving lane markings and making them clearer, as well as removing all previous road markings which respondents said were confusing for drivers.

There was also support expressed by some respondents for the separated bike path which they noted would make the area safer for both pedestrians and bike riders.

Others supported a shared path for pedestrians and bike riders to prioritise vehicles on the roadway (with some people feeling that the revised design favours bike riders over vehicle users), stating that the current level of bike usage does not support permanent bike lanes.

Conversely, some people did not support shared paths as bike riders could be slowed down by pedestrians and obstructions on the paths (such as telegraph poles and bus shelters), while pedestrians may feel intimidated by bike riders riding at faster speeds.

Several people mentioned that clearer information (such as road markings and/or signs) is needed as a safety measure for all road users (pedestrians, bike riders and vehicle drivers) so that it is clear who has right of way, for example at shared user crossings.

Some people felt that the current road set up has been working well for many years and they did not think it was necessary to change it. Others pointed to new shared paths that accommodate shared bike and pedestrian use having been introduced in many areas across the Northern Beaches which seem to work well.

Other people also expressed support for a bike lane either side of the road in the direction of the traffic.

Some of the other potential issues raised in this theme included:

- drivers having to wait behind trucks/delivery vans/emergency vehicles whilst they are stopped
- the danger of narrower lanes and associated risk when putting a child in and out of a child seat
- bus widths (including mirrors) being too wide for buses to pass each other
- emergency vehicles may be required to close the street in both directions to allow safe access which may impede traffic flow through the area significantly
- increased risk of head-on collisions between bike path users due to the narrow two-way design, especially given the increase of powerful, fast e-scooters and e-bikes
- the negative impact on road efficiency (and travel times)
- lack of functionality of the proposed bike path with multiple crossings
- interface and confusion issues between the bike lane and shared path causing risk to pedestrians.

5.2 Safety



5.2.1 Overview of sub-themes

Of the 758 respondents who provided feedback, 55 percent of people did not comment on safety thus suggesting they did not have issues with the proposal or support the current design.

For the respondents who provided feedback, 45 percent (339 people) made 522 comments about safety. The sub-themes of safety that emerged in the analysis included i) pedestrian crossings, ii) bike rider safety, iii) e-bike safety, iv) pedestrian safety, v) vehicle use behaviour and vi) traffic calming/40kph zone.

The 522 comments attributed to safety sub-themes included pedestrian crossings (112 comments), bike rider safety (130 comments), e-bike safety (42 comments), pedestrian safety (37 comments) vehicle user behaviour (71 comments) and traffic calming/40 kph zone (130 comments).

The majority of respondents who commented on safety were concerned about the safety of bike riders and the importance of traffic calming to road users, followed by the risks to safety of pedestrians using designated crossings.

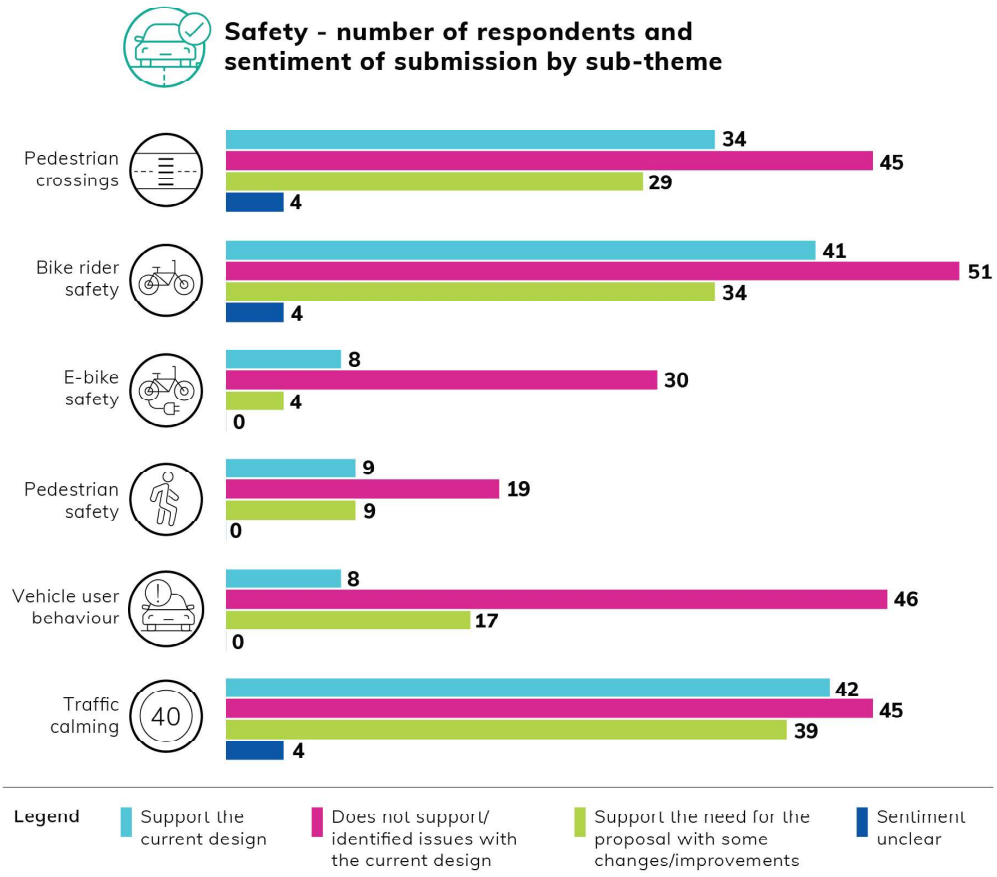
While many people supported a separated bike path due to improved safety for users, others expressed a preference for keeping the existing bike lane on either side of the road. Likewise, opinion was divided about the safety of the proposed concrete separator on the bike path and its efficacy as a safety measure given the community perception that the width of the bike path lanes will be narrow.

A high number of respondents supported the traffic calming measures and specifically a 40 kph speed limit in the proposal area to slow traffic, ease congestion and make the residential streets safer.

The most mentioned issue about pedestrian crossings was the danger associated with bike riders and e-bike riders who ride at speed and fail to slow down or stop and give way at shared path areas in the approach/departure of pedestrian crossings.

Figure 7 illustrates whether respondents who provided comments on this theme had issues with the revised design or not, whether they agreed with some elements of the design but not others, and where comments were unclear.

Figure 7 Safety - respondents who made comments - sentiment by sub-theme



i) Pedestrian crossings

One of the key issues for respondents about pedestrian crossings is the danger associated with bike riders who speed on the shared path. They had serious concerns about the intersection of the bike path and pedestrian crossings (such as outside St John the Baptist School), saying that bike riders cannot be relied upon to give way to pedestrians when required to do so. They stressed the importance of clear signage to indicate right of way conditions for both bike riders and motorists at pedestrian crossings.

Others expressed a preference for raised (wombat) pedestrian crossings which prioritise people walking and cycling, and the inclusion of a central pedestrian island wherever possible for safety and visibility reasons.

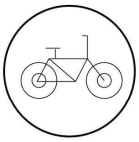
A few respondents praised Council's school walking catchment map, highlighting how many more households would be able to walk to Harbord and St John's primary schools using only safe raised or signalised crossings.

Many people supported the proposed additional crossings and some suggested other locations where pedestrian crossings are needed, including Oliver Street near Soldiers Avenue, on the western intersections of Oliver Street and Wyuna/Wyndora Avenue which are busy routes for children walking to school, and reinstatement of the pedestrian refuge at Park Street.

Respondents also commented that the proposed crossing at Oliver and Bennett Streets is dangerous due to potential lack of visibility at the bend as is Oliver and Brighton Street crossing due to the perceived blind corner.

Others noted that there are several spots where the bike path ends and changes to a shared path where pedestrians may be at risk if they don't anticipate bike riders being on the footpath. Additionally, they raised the risk of injury to pedestrians where the bike path crosses the bus stop/bus shelter and footpath outside Harbord Public School.

ii) Bike rider safety



While many respondents supported the proposal because they think a separated bike path would improve safety for bike riders, others disagreed. These people would prefer to keep the bike lanes where they are currently located on either side of the road. Many also thought that bikes should be able to remain on the on-road bike path rather than exit onto a shared footpath. For example, they said it is unlikely that bike riders would use the crossing at the junction of Oliver and Bennett Streets to cross over the road as it is a blind corner and would be dangerous for both bike riders and drivers.

There were concerns about the bike path space because it does not allow room if a bike rider has to swerve or take evasive action to avoid obstacles such as pedestrians, dogs or a parked car, with the risk of a hard fall into a parked car or onto the road. The narrow width of the bike path also raises a potential issue for two bikes travelling in opposite directions passing each other, particularly if one is carrying a surfboard.

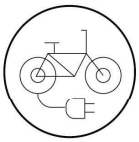
Other respondents noted that serious riders will continue to ride on the road to avoid having to dismount at pedestrian crossings (even though they are not legally required to do so) and transfer from one side of the road to the other to join a two-way bike path. Many would also prefer to be travelling in the same direction as the general traffic.

There was divided opinion about the concrete separator for the bike path with some commenting that it is a welcome safety measure and others seeing it as unsafe, especially for young people and less experienced riders who may find it difficult to navigate the narrow lanes.

Other risks noted by respondents included the risk of being hit by an opening car door due to the proximity of the bike path to the parking lane, restricted visibility of cars reversing out of driveways (where parking is on the outside/streetside of the bike path) and areas where the bike path crosses the path of people alighting from buses who may be oblivious to bike riders passing (such as at Harbord Public School).

Some respondents suggested measures that could be implemented to improve safety for bike riders of all abilities, including regular policing and enforcement of road and safety rules, clear directions and education about right of way when bikes are using/crossing the road, speed management/change of pavement colour for bikes at the approach to pedestrian crossings and bus stops, and enforcement of safety requirements (such as helmets, speed limits and not riding on the road where there is a bike path).

iii) E-bike safety



Respondents raised a range of concerns about e-bikes using the bike path, including their speed, safe operation by the rider, adherence to road rules, and not slowing down or dismounting when using pedestrian crossings. Some felt that e-bike riders speed on bike paths as there are no pedestrians to consider and it is therefore dangerous for children who are not experienced riders. They also commented that children under 16 can legally ride on the footpath and raised the concern that young people on e-bikes will ride where they choose.

There was also support for the bike path from regular e-bike riders, particularly for the separated and well-marked lanes. They expressed support for Council's response to the explosion of e-bike (and e-scooter) use in the area and recognition of the benefits of e-bikes supporting health and safety, air quality, urban liveability and biodiversity.

Respondents raised further issues about the potential hazardous mix of e-bikes on the bike path with experienced riders travelling at speed, less experienced riders navigating the route and parents with small children on cargo e-bikes.

Suggestions to address these concerns included:

- having a clear strategy for e-bikes, such as a clear speed limit and traffic calming measures
- signage for slow zone approaching crossings and shared zones
- a ban of e-bikes and e-scooters from footpaths
- deterring e-bikes from the bike path (they are travelling at the same speed as cars and should be subject to the same rules and licencing)
- developing bike rider (and parent) safety education campaigns to improve knowledge of the road rules, compliance for rider helmets and understanding of the fines which can be imposed for non-compliance.

Some respondents mentioned that cargo e-bikes are wider than regular e-bikes and were concerned that the bike path may not be wide enough to accommodate them. Others were concerned about the danger to people (particularly children) alighting from cars getting hit by an e-bike and vice versa riders getting hit by a car door opening. They said that young children do not have the capacity to navigate such dangers.

iv) Pedestrian safety



Many respondents raised concerns about potential risks posed to pedestrian safety by several elements of the revised design whilst others noted the potential safety improvements for pedestrians, especially for children walking to school and people who are less mobile.

Concerns included the trip hazard posed by concrete separators on the bike path, the reduced (narrow) width of the road and car speeds, insufficient visibility for pedestrians at interface points with cars, buses and bikes (for example at pedestrian crossings and outside Harbord Public School) and the speed at which cars travel through roundabouts (for example at the intersection of Oliver Street and Wyndora Avenue where the bike path changes to a shared path).

Respondents were also concerned about several spots where bikes are required to move off the bike path and onto a shared path. They felt that pedestrians might assume that bike riders would always remain on the bike path and not ride on the footpath, leading to confusion and potential accidents. Similarly, another respondent commented that many pedestrians no longer stop, look and listen when crossing the road and may step out when a car has already committed.

Many people noted the importance of the safety of pedestrians being prioritised, particularly school children walking to school and suggested that moving vehicles need to be totally separated from pedestrians using the footpath and waiting at bus shelters. These people were not in favour of shared pathways. There was also a call for a full signage plan and a risk assessment to identify and eliminate impacts on pedestrians and public safety.

v) Vehicle user behaviour



A lot of respondents commented on the risks to safety of drivers, riders and passengers. They raised concerns about the insufficient space between parked cars and the bike path and the risk of bike riders being hit by a car door opening unexpectedly. They commented that there is also the risk of passengers being hit by a bike rider as they get in and out of cars. Respondents noted that the width of parking and vehicle lanes may be too narrow for people to safely exit the driver's side of parked cars. They mentioned the potential risk of car doors obstructing traffic when opened.

The feedback from one respondent noted that the reduced lane width from 3.2m to 2.9m has significantly affected traffic safety. The proposed 3.0m lane width will still be insufficient for the traffic that uses the road and will not allay people's current safety concerns. Another respondent thought that some drivers find it difficult to drive in narrow lanes and avoid the concrete separators, causing them to veer into oncoming traffic and side swiping car mirrors. They noted that there is very little margin for error.

Further feedback from a bike rider who rides on the road noted that they think the NSW traffic regulations require motorists to provide a minimum clearance of one metre when passing a bike rider. However, the proposed reduced carriageway prevents this and will potentially result in passing vehicles moving into the oncoming traffic lane or "squeezing" past the bike rider, violating the one metre safety clearance. This could make bike riders who ride on the road more vulnerable.

However, another bike rider supported the bike path due to dangerous driving on the road and drivers overtaking bike riders too closely. According to this respondent the bike path provides bike riders with a safe space to ride on the road.

Another respondent gave the example of two buses seen overtaking a garbage truck across double lines on Bennett Street. The cars coming from Oliver Street had to move over into the bike lane to avoid colliding with the bus.

Respondents commented on some specific locations where they identified potential risks:

- a busy intersection at Brighton Street (also where a café is located) where drivers have to look out for bikes travelling at speed on the two-way bike path as well as pedestrians using two crossings, noting there has already been a pedestrian fatality at this spot
- drivers exiting the Village carpark on Oliver Street have limited opportunities to exit and there are often swift pull outs, giving drivers little time to look both ways – this also poses a risk to bike riders who may be obscured by parked cars
- car parking on the bend at the Bennett and Oliver Streets junction (used by residents and people attending sport at the nearby grounds) is dangerous as cars will have to pull out from the kerb on the blind corner and drivers will need to exit their car directly onto the carriageway into the flow of traffic on a blind corner.

Suggestions to address some of the issues associated with vehicle user behaviour include better education/awareness raising for drivers about how to interact with pedestrian crossings and bike paths (including giving way at intersections to bike riders using the bike path) and increased visual awareness/signage for drivers as to the right of way priority of pedestrians and bike riders over turning vehicles.

vi) Traffic calming/40 kph zone



Respondents supported the introduction of traffic calming measures to slow the flow of traffic, ease congestion and make the residential streets safer. Many mentioned the difficulty of entering the fast-moving stream of traffic on Oliver Street from side streets until there is a long break in traffic and saw traffic calming as a way to address this.

Most respondents who commented on traffic calming suggested measures to address specific issues. The most mentioned measure was to reduce the speed limit (24/7) on all roads in the proposal area to 40 kph (with some suggesting 30 kph, especially in the side streets, narrow sections and road curves) to make the streets safer for all users. There was some support for installing speed cameras.

Traffic calming and traffic filtering to discourage rat running were suggested to further reinforce low speeds and make the streets safer for all users.

The next most mentioned traffic calming measures were speed humps, one-way sections and roundabouts, especially in the side streets off Oliver Street. Also suggested were pedestrian crossings at all intersections.

A few respondents suggested that safety could be improved by narrowing car lanes to slow down traffic and removing unnecessary centre lines along the entire length of the project which reportedly reduces vehicle speeds.

There was some criticism that the revised design does not identify any traffic calming measures or infrastructure apart from the raised part of the crossings.

Some comments noted the importance of speed zones being predictable and legible. Varying speed limits in a small area is difficult for all road users to navigate and creates unnecessary acceleration and deceleration. They reported that national and international experience is that 40 kph speed limits, comprehensively applied across larger areas, create a more uniform sense of awareness in drivers. Speed limit inconsistencies may also contribute to the need for additional road signs and speed treatments, which are costly to install and create visually cluttered streetscapes.

Only a few respondents suggested that the proposed 20 kph zone on Park Street should be removed.

5.3 Amenity



5.3.1 Overview of sub-themes

Of the 758 respondents who provided feedback, 87 percent of people did not comment on amenity, thus suggesting they did not have issues with this aspect of the proposal or support the current design.

For the respondents who provided feedback, 13 percent (96 people) of the respondents provided 101 comments on amenity.

The sub-themes of amenity that emerged in the analysis included i) landscaping/trees, ii) street furniture, iii) stormwater and iv) sense of place and community.

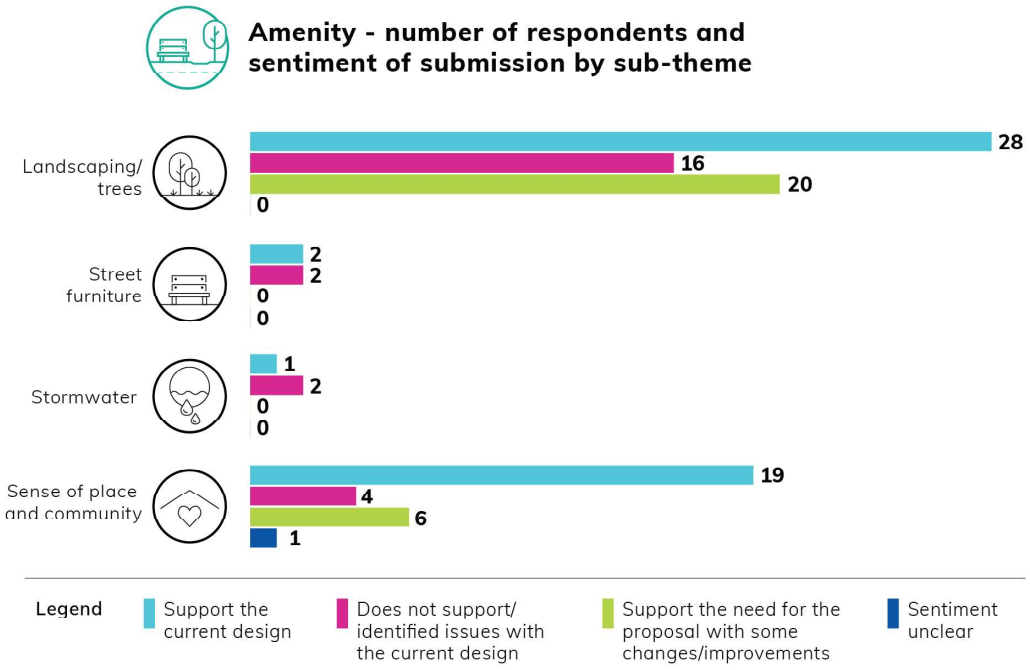
Most of the comments were about landscaping and trees (64 comments). Thirty comments were made about the impact of the project on the sense of place and community in the proposal area. There were four comments on street furniture and three comments about stormwater.

The majority of comments about amenity related to landscaping and trees, with a high level of support for more tree planting, general greening of the streets and the use of sustainable shade canopy treatments. Whilst many respondents preferred tree planting to be prioritised over parking, others disagreed, preferring to minimise planting and prioritise parking.

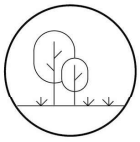
Most respondents who commented on amenity and the sense of place and community mentioned the benefits of the proposal to creating a more sustainable and active community and the potential positive lifestyle outcomes such as better physical and mental health outcomes.

Figure 8 illustrates whether respondents who provided comments on this theme had issues with the revised design or not, whether they agreed with some elements of the design but not others, and where comments were unclear.

Figure 8 Amenity respondents who made comments - sentiment by sub-theme



i) Landscaping/trees



Respondents reported a high level of support for more tree planting and general greening as part of the landscaping for the revised design. Most of these people preferred large, well-established trees (rather than shrubs) that would provide shade canopy, particularly for the footpaths and bike path. There was a preference to plant native trees and for not removing existing mature trees.

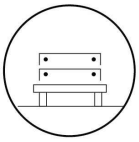
Some respondents commented on the importance of reducing the heat island effect with tree canopy, creating shade and using rainwater gardens and low carbon materials. One suggested that Oliver Street could be established as a biodiversity corridor and another was in favour of green gardens like those that have been planted on the rooftops of bus stops in other Council areas.

Respondents further supported more tree planting on the verge as they feel the area currently lacks trees. Others were concerned that the plans and artist's impressions did not indicate a lot of planting. There was reference to Council's tree canopy plan and the need for all planting to be well maintained, regularly pruned and watered.

Many respondents suggested prioritising tree planting over parking and using landscaping to clearly delineate elements of the streetscape such as using raised planters between the footpaths and bike path. There was a suggestion that existing memorial plantings be retained. Some people disagreed, preferring to reduce planting to prioritise parking.

Other comments about landscaping included a preference for low shrubs rather than large trees between the bike path and road so that drivers' line of vision would not be obscured when turning into side streets. Some respondents suggested that an established tree canopy impedes heavy vehicles whilst others said that they would prefer to minimise landscaping to enable wider roadway.

ii) Street furniture



Only four comments related to street furniture. Two of these suggested that more seating, shade areas (trees and built structures) and drinking fountains would improve the amenity of the area. Others did not think that street furniture and planter boxes are necessary for this area. There was one suggestion that good signage and street art would enhance the area, as well as a good neighbour and safety awareness campaign.

iii) Stormwater



Stormwater attracted very few comments (three). The feedback suggested that improved stormwater management is needed, including ideas for combining drainage systems with landscaping (planting trees).

iv) Sense of place and community



Most respondents provided positive comments about the benefits of the proposal to enhancing a sense of place and community. Many comments commended Council on its initiative and its commitment to creating a more sustainable and active community. Others cited positive lifestyle outcomes that the project would support.

These included the physical benefits of active and sustainable transport options (cycling and walking) in a safe environment and the benefits of improved amenity and aesthetics of the streetscape to people's well-being. With more active transport options there could be more opportunities for spontaneous interaction and connection, thus contributing to better mental health outcomes.

Some respondents thought the revised design would add value to the community and that the sustainable infrastructure proposed would contribute to the continued growth and vibrancy of the community. They noted the opportunities for personal connections in this type of project could help make the community a better place to live now and in the future.

A minority of respondents thought there was some risk of the area being spoilt rather than enhanced for the people who live there.

5.4 Access



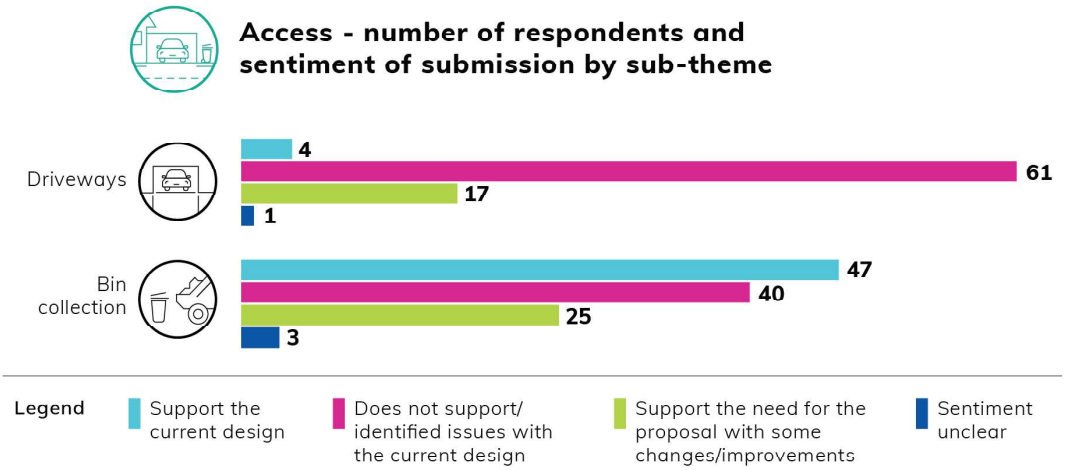
5.4.1 Overview of sub-themes

Of the 758 respondents who provided feedback, 78 percent of people did not comment on access thus suggesting they did not have issues with this aspect of the proposal or support the current design.

Twenty-two percent (164 people) made 198 comments about access. The sub-themes of access that emerged in the analysis included i) driveways, which attracted 83 comments and ii) bin collection, where 115 comments were provided.

Figure 9 illustrates whether respondents who provided comments on this theme had issues with the revised design or not, whether they agreed with some elements of the design but not others, and where comments were unclear.

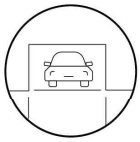
Figure 9 Access: respondents who made comments - sentiment by sub-theme



Most of the comments were about the proposed location of designated bin zones and residents' compliance with placement of multiple bins within the marked zones. Other frequently raised issues were the risk of bins blocking the footpath and bike path and garbage trucks holding up traffic while stopped to empty bins.

The biggest concern about driveway access was the risk for residents to safely enter and exit their driveways due to both perceived reduced visibility caused by the two-way bike path and parked cars and narrower traffic lane widths which may hinder safe reversing.

i) Driveways



Most of the comments about driveways raised concerns about residents safely entering and exiting their driveways. Respondents were most concerned about potentially reduced visibility – they commented that residents reversing out of their driveways will have to look in both directions for pedestrians, bike riders (on the side of the road where the two-way bike path is located), past parked cars, then into traffic on narrower lanes with cars spaced closer together. Where the lanes are narrower (such as at Bennett and Oliver Streets) they may have to reverse across double white lines into the oncoming lane to avoid the concrete separator of the bike path. Visibility could be further reduced when 4WDs, vans, utilities and non-motorised vehicles are parked near driveway entrances.

Some respondents reported that the first road safety audit highlighted that cars reversing from driveways was a safety issue and this reflects many residents' concerns about reversing into a bike lane.

Respondents raised other concerns about safety and driveway access for drivers (those both using driveways and in the traffic lanes), pedestrians and bike riders, including that the bike path concrete separators are too close to driveways to enable safe entry and exit and they are difficult to see from the driver's seat, and the lack of visibility of small primary school aged bike riders on the bike path being obscured by parked cars when reversing.

Respondents also raised the issue of driveway approaches having reduced visibility and the approach and egress angles of driveways potentially posing a risk to residents who may be required to slow their speed of their approach and egress in order to navigate the angle of the driveway. Respondents claimed that reducing driveway approach and egress angles would also increase the risk of resident vehicle damage (driveway scraping).

Some suggestions to address potential driveway access issues included:

- eliminating on street parking on the same side of the road as the bike path
- providing traffic wardens to enable residents to safely exit driveways
- retaining and upgrading the existing on-road bike lanes with better markings
- allowing residents to have a turning area in their yard
- locating the bike path on the outside of the parked cars
- developing an education campaign with guidelines for safely exiting their driveway across a shared path or bike path (such as City of Parramatta 2017 Bike Plan)

ii) Bin collection



Comments about bin collection were mainly focused on the proposed location of designated bin collection zones and whether residents would comply with the new procedures (such as having to move their bins a greater distance). Respondents noted that residents have multiple bins (3-4 on some collection days) and questioned if the bin zones would have enough room to accommodate all bins with the required space between them for the garbage operator to be able to use mechanical lifting. Some also said that bins may be left close to parked cars rather than in the designated area which could lead to vehicle damage.

Some respondents wondered if garbage collectors would return bins to the same spot, noting that they may cause safety risks for drivers and bike riders (for example when cars are reversing or if they are left in the bike path) and amenity issues if not returned to the designated area.

Many comments suggested that people who are elderly and people with disability could be put at risk by having to move their bins further to the collection zone.

Respondents also commented that the narrower traffic lanes may force garbage trucks to stop in the middle of the road, get out of their truck and wheel the bin over the bike path to the truck, causing traffic to stop. They also questioned if bins would still be collected if people didn't comply with the new procedures and leave them on the kerbside or footpath.

Some respondents were in favour of the proposed new bin collection zones, noting that residents would quickly adjust to the new procedures and that it would reduce visual clutter in the streets. A few people commented that any inconvenience of the proposed new bin collection zones to residents would be outweighed by the benefits of traffic calming and improved neighbourhood amenity.

Suggestions to improve bin collection included:

- centralised bins in underground storage or communal bins for every four houses to reduce the frequency of bin trucks interfacing with the bike path
- clearly marked collection zones with paint and signage and fines for residents who put bins in the bike path
- street lighting around the bin collection points
- no parking over designated bin collection zones
- resident education about the new bin arrangements (such as letterbox drop and community events).

5.5 Project rationale



5.5.1 Overview of sub-themes

Of the 758 respondents who provided feedback, 58 percent of people did not comment on project rationale, thus suggesting they did not have issues with the need for the proposal or they support the current design.

For those respondents who provided feedback, 42 percent (317 people) provided 322 comments on the rationale for the project. The sub-themes of the project rationale that emerged in the analysis included i) project value/need (227 comments) and ii) Project benefits/enhancement (95 comments).

There was divided opinion about the value of the project and need for the upgrade, and this sub-theme generated a range of strong opinions from those who support it and those who don't.

The majority of respondents liked the design, with many commenting on the benefits it would represent for the Northern Beaches community, balancing the needs of residents, motorists, pedestrians and bike riders.

On the other hand, some respondents felt that the revised design favoured bike riders over motorists and suggested that the project should be scaled back. It was their view that other areas and infrastructure in the LGA are in greater need of upgrading and that Council funds would be better allocated to projects such as footpaths and local parks.

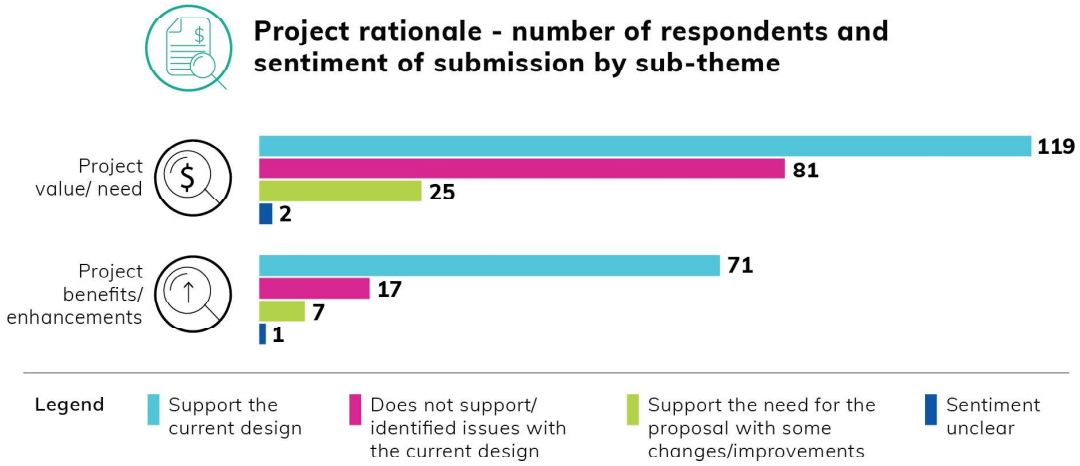
There were some suggestions that it was a vocal minority who was not in favour of the revised design being implemented.

The responses highlighting benefits and enhancements associated with the revised design outweighed less supportive comments on this sub-theme. These responses expressed the view that the proposal addresses a major missing link in the cycle network, providing a dedicated space for the growing number of bike riders.

Other respondents did not agree that the proposal had merit. They said that the potentially adverse impacts on local conditions would affect the majority of road users for a minority of bike riders who use the roads for a limited period each day.

Figure 10 illustrates whether respondents who provided comments on this theme had issues with the revised design or not, whether they agreed with some elements of the design but not others, and where comments were unclear.

Figure 10 Project rationale: respondents who made comments - sentiment by sub-theme



i) Project value/need

There was divided opinion about the value of the project and need for the upgrade, and this sub-theme generated a range of strong opinions from those who support it and those who don't.

The majority of respondents liked the design, and many commented on the benefits it would represent for the Northern Beaches community. Many of these people held the view that it should be implemented as soon as possible.

A lot of responses expressed support for extending the bike network and improving connectivity and were in favour of being able to cycle on a continuous, safe, on-road route that connects suburbs such as Manly, Balgowlah, Seaforth and Curl Curl to places including schools and other key local areas. For these people, a separated bike path was preferred to a shared path.

Many respondents commented that the revised design balanced the needs of residents, motorists, pedestrians and bike riders. There were some suggestions that it was a vocal minority who was not in favour of the revised design being implemented.

Other comments expressing support for the revised design suggested narrower lane widths would calm traffic in Oliver Street and relieve pressure on parking.

Conversely, other respondents felt that the revised design favoured bike riders over motorists and suggested that the project should be scaled back. Some suggested a better option (and a better use of ratepayers' funds) would be to widen and upgrade the existing footpaths to make them more suitable for shared use by pedestrians and bike riders. They said that other alternatives should be considered for the Federal Stimulus – School Infrastructure Program to benefit a more widespread school catchment.

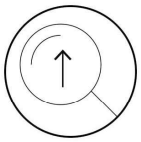
A lot of people thought that the streets should be left the way they are as the proposed bike path changes are not warranted, benefitting only a small number of people. They commented that the proposal removes an existing practical bike lane system which works well and provides a buffer to parked cars on both sides of the street.

Some suggestions for lower scale improvements to the current streetscape were to resurface the road, mark the lines more clearly and paint the existing bike lane green for safety, improve pedestrian crossings, add extra lighting at intersections and reduce the speed limit.

Others suggested areas where there is greater need for improved bike paths, such as along beachfront roads where they think there is higher cycle usage. Many people suggested other areas and infrastructure in the LGA that are in greater need of upgrading and allocation of Council funds, such as footpaths and local parks.

Some people wanted more information about the current and projected volumes of cars and bikes on the impacted route, as well as the user profile of bike riders and the forecast for actual users of the bike path. Others were concerned about the cost of the project to date and the projected future cost. They questioned the need in the community for this infrastructure and whether the two-way bike path would realistically attract bike riders who currently use the road.

ii) Project benefits/enhancement



In this sub-theme, most respondents expressed their support for the proposal and highlighted numerous benefits associated with the revised design. They commented that it addresses a major missing link in the cycle network, providing a dedicated space for the growing number of bike riders.

A lot of people were strongly in support of Council's commitment to the global trend of sustainable active transport.

Many respondents who live locally and are increasingly using e-bikes (especially those with young families) noted that the revised design would provide them with a safer and more accessible mode of transport. Others thought that the proposal would provide improved amenity for all road users.

Respondents acknowledged the opposition of some residents and the short term impact of construction on the community, but they felt the long term benefits would be realised once the changes are operational. They encouraged Council to proceed with the revised design because it would provide more safety, connectivity and amenity for all road users, and would ultimately benefit the whole community. They also commented that the proposal would allow all members of the community independence in mobility, leading to greater equity regardless of age and ability.

Some respondents gave examples of other international cities that have experienced similar challenges with the introduction of localised bike paths initially, only to see participation in bike riding increase in the longer term.

Other respondents did not agree that the proposal had merit. They commented that, whilst the bike path would likely increase bike usage, they believed it would only be for a maximum of one to two hours per day and that for the balance of the day the driving conditions on Oliver Street would be negatively impacted. They said that the adverse impacts would affect the majority of road users for a minority of bike riders who use the roads for a limited period each day. They also disputed the benefit to young children because they would need to travel on the perceived unsafe backstreets to reach the proposed bike path.

Some suggested enhancements to the revised design include:

- more pedestrian crossings at busy intersections on road curves or corners with poor visibility
- installing traffic lights at busy roundabouts where visibility is restricted by parked cars and traffic is moving fast (such as Oliver Street and Wyndora Avenue).

5.6 Location

Location 8%

5.6.1 Overview of sub-themes

Of the 758 respondents who provided feedback, 92 percent of people did not comment on the location of the proposal, thus suggesting they did not have issues with the proposal, or they support the current design.

Eight percent (61 people) of the total 758 respondents provided 63 comments on the two sub-themes about location of the project. The sub-themes of location that emerged in the analysis included i) alternate routes and ii) project isolation/connections.

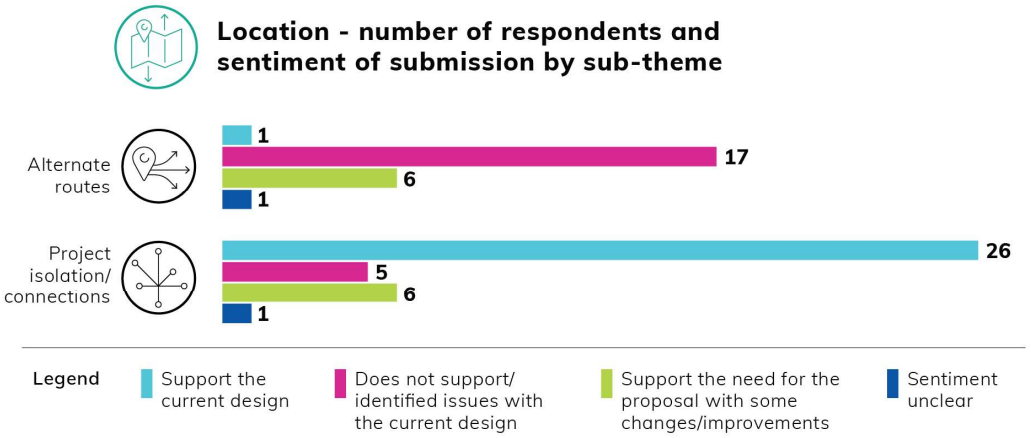
There were 25 comments about alternate routes and 38 comments on the project isolation and/or connections. There is a high degree of similarity and cross-over between these two sub-themes.

Some residents of Oliver and Bennett Streets did not support the location of the bike path close to their homes and suggested that other more frequently used locations such as beachfront roads would be preferable to them. Others who were in favour of a bike path would prefer it to be in quieter streets for the safety of bike riders.

People who provided feedback tended to be supportive of the concept of bike paths generally, noting the benefits of bike path enhancements and extensions to improving connectivity to other transport modes such as the B-Line bus and other local spots such as the beaches.

Figure 11 illustrates whether respondents who provided comments on this theme had issues with the revised design or not, whether they agreed with some elements of the design but not others and where comments were unclear.

Figure 11 Location: respondents who made comments - sentiment by sub-theme



i) Alternate routes

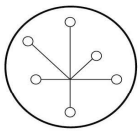
Some respondents did not support the bike path on Oliver and Bennett Streets and questioned why this area was being selected for the revised design in front of their houses when other sites on the Northern Beaches don't have similar infrastructure. Others suggested the focus should be on the beachfront roads rather than roads through residential areas.

Others acknowledged the need for a bike path but suggested alternative routes that utilised quieter streets which they thought would encourage wider use and provide a safer option so that parents would be more comfortable with their children riding bikes. A few bike riders who use existing bike routes across the Northern Beaches suggested upgrading the existing bike paths.

Some of the alternate routes suggested included:

- diverting the bike path through nearby parkland surrounding Curl Curl Lagoon rather than using Bennett Street
- continuing the bike path around the corner at Brighton Street (east) and then left onto Park Street or turn left onto Bennett Street and go around past the Bowling Club (this avoids bike riders having to cross from one side of the road to the other at a busy crossing), allowing the bike path to be extended further using the concrete bridge over Curl Curl Lagoon.
- the need for a bike path along Carrington Parade (on the beach side of the road with parking removed) which is a straight road with small roundabouts which slow traffic.

ii) Project isolation/connections



Most respondents who commented on this theme said they would like to see the bike path continually improved and extended to enhance connectivity in the local area. Some suggestions included:

- connecting the bike path to the B-Line stops at Warringah Mall, Manly Vale and Dee Why (for those who commute to the city)
- connecting to local beaches including Freshwater, Curl Curl and Manly Beaches
- improving bike path connections to other frequently used local areas such as along Griffin Road to Dee Why Beach, via Greendale Creek to join Harbord Road, to Pittwater Road via Lawrence Street, to Jacka Park via Wyndora Avenue, and further north towards Narrabeen and beyond.

Other respondents questioned the overall planned bike path route and Council's timing. One respondent commented that the bike path design along Adams Street and up Griffin Road hill to connect to the perceived unused Dee Why beachfront bike path is flawed, noting potential problems with safety, traffic congestion and parking.

5.7 Environment



5.7.1 Overview of sub-themes

Of the 758 respondents who provided feedback, 91 percent of people did not comment on the environmental aspect of the proposal, thus suggesting they did not have issues with this aspect of the proposal, or they support the current design.

Of the respondents who provided feedback on this theme, 9 percent (68 people) provided 70 comments on specific environmental aspects of the proposal. Most of the comments were about travel behaviour (61 respondents). There were 8 further comments on other aspects of environmental impact or benefits of the proposal. Of these, there was one negative comment on environmental impact.

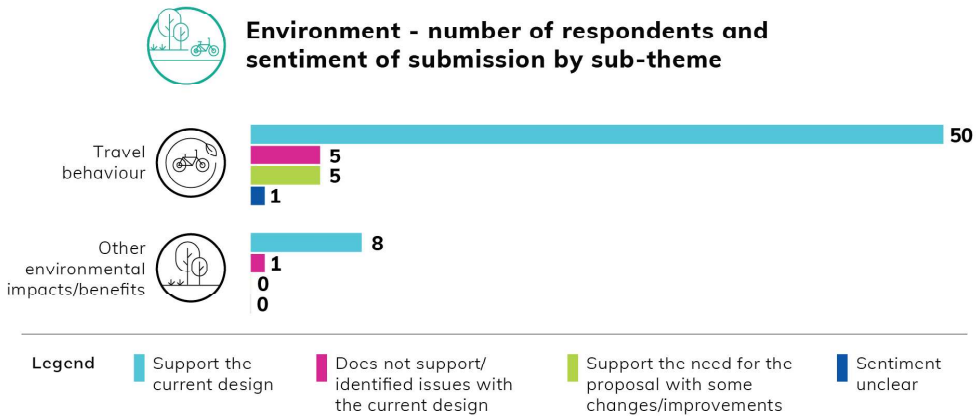
The majority of comments about travel behaviour were supportive of the bike path because of the benefits of active transport (seen as a safe, inexpensive and accessible transport option) for users and for the environment. Many people noted the benefits of fewer cars on the road and improvements to liveability and social connections if people were encouraged to cycle.

Fewer people did not support the proposal suggesting that there is no guarantee that a bike path would reduce people's reliance on cars and that for most people bikes would never replace cars.

Some also mentioned support for Council's commitment to enhancing the community's walking and cycling infrastructure which they thought would make the Northern Beaches community healthier and more sustainable. The project was seen to represent an investment in the future of the community (for both current and future residents), and the enduring advantages of active transport would likely outweigh any initial reservations.

Figure 12 illustrates whether respondents who provided comments on this theme had issues with the revised design or not, whether they agreed with some elements of the design but not others and where comments were unclear.

Figure 12 Environment: respondents who made comments - sentiment by sub-theme



i) Travel behaviour

Most of the comments about travel behaviour focused on the benefits of safe and accessible active transport noting the benefits to a variety of people including local road users and residents. Respondents commented that people should change their habits and reduce their dependency on vehicles. They felt that active transport options and reducing cars in suburban roads are goals the community should be striving towards to improve liveability and social cohesion.

Some commended Council for its efforts to improve transport options and said the project could lead to good outcomes including improved amenity, connectivity and reduction in carbon emissions. Others noted that bike paths encourage higher bike use for local trips resulting in fewer cars and therefore less pollution.

Some respondents commented on other aspects of travel behaviour including the benefits to families such as teenagers being able to cycle and delay buying a car, and more families having the option of becoming a single car household if they can safely use cargo bikes to get their children to school and day-care. They noted that the project would connect the two primary schools and two high schools with safe bike-friendly infrastructure.

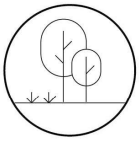
Other respondents who raised safety as a key driver of travel behaviour reported that the bike path could give people the confidence to ride instead of driving as it would provide a physical safety barrier between vehicles and pedestrians/bikes.

One respondent commented that the separated bike path would help meet the targets established in '*Move' Northern Beaches Transport Strategy 2038* to double the active travel trips and strive for a 30% reduction in journeys by cars. It was noted that cycling is already popular on the Northern Beaches – data from 2020 showed 40% of residents used a bicycle in the past 12 months compared to the state average of 25%.

There were some respondents who commented that there was no guarantee that vehicle use would be reduced, even if cycling marginally increases with the new bike path. Another respondent raised a concern that the revised design does not include bike storage at Freshwater Senior Campus and Harbord Public School when cycling is being encouraged.

Some comments suggested that cycling would never replace the need for vehicles and the small number of people who may ride to and from school should not disrupt the everyday lives of much of the community. Also noted was that senior high school students tend to drive to school and park in nearby streets and the difficulty of encouraging them to use other transport options.

ii) Other environmental impacts/benefits



Many respondents commented on the important benefit to the environment of the revised design. They raised the importance of increasing active transport in the face of climate change and one respondent noted the Climate Council's goal to halve the number of car trips by 2030, which this project will help to achieve.

Others supported Council's commitment to enhancing the community's walking and cycling infrastructure which would make the Northern Beaches community healthier and more sustainable. Such initiatives were seen to promote healthy, active lifestyles and play a crucial role in reducing the community's environmental footprint.

This project was seen to represent an investment in the future of the community (both current and future residents), and the enduring advantages would likely outweigh any initial reservations.

Some comments stated that safer bike paths are required to encourage the uptake of more cycling, which in turn would help to reduce traffic, congestion and (noise and air) pollution in the area. They noted that shared paths have reached their capacity and that a separated bike path would encourage more people to ride as opposed to using the car.

Some respondents commented on the increase in young people riding bikes on the Northern Beaches and the opportunity to capitalise and shape travel habits for the long term future.

Other comments on the environmental benefits of the project included:

- support for the water sensitive urban design aspects of the proposal
- suggestion for construction of rain gardens in every possible location, particularly at the Northern end of the project which falls into the Curl Curl Lagoon Catchment
- consideration of opportunities to increase the biodiversity coverage as much as possible to make the project regenerative (moving beyond sustainability)
- suggestion that more trees and native plants could be used in the design to support biodiversity (for example, creating biodiversity corridors connecting with Greendale Creek and to the parks).

5.8 Engagement process



5.8.1 Overview of theme

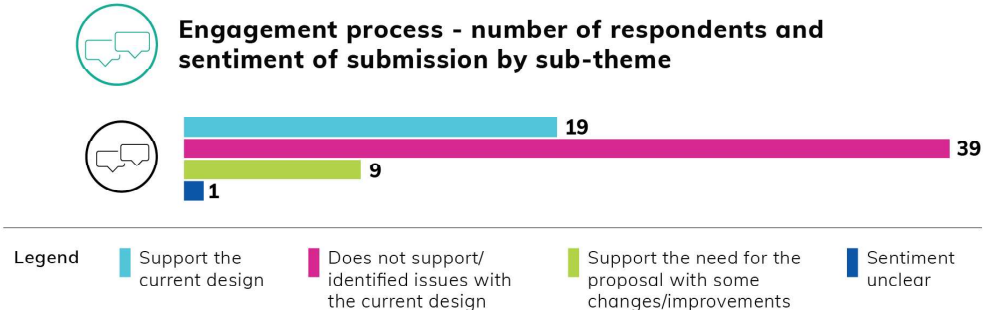
Of the 758 respondents who provided feedback, 91 percent of people did not comment on the engagement process during the public exhibition, thus suggesting they did not have issues with or were supportive of the engagement process.

Respondents who provided feedback on Council's engagement process had divided opinions, with comments from 9 percent of respondents (68 people). Many comments expressed disappointment in Council's process, its poor communication and the inaccuracy of information and images on the project website. Many respondents referred to widespread confusion about the number of previously exhibited plans, design changes and works commencing then stopping without notice. Some people commented on the stress and anxiety that people in the community were feeling about the proposal. Another criticism was that the public exhibition should have been extended beyond the five week period because they thought the closing date was too close to the end of the year.

Conversely, there were many people who were happy with the engagement process and commended Council for the number and different type of engagement opportunities offered throughout the public exhibition period, as well as the detailed information and images available on the project website.

Figure 13 illustrates whether respondents who provided comments on this theme had issues with the revised design or not, whether they agreed with some elements of the design but not others and where comments were unclear.

Figure 13 Engagement process: respondents who made comments - sentiment



5.8.2 Findings and discussion

Feedback on Council's engagement process was divided, with some people suggesting that community engagement was below the standard expected of Council. Many respondents expressed disappointment in Council's process and its poor communication and directed criticism at Council's elected officials and staff for not listening to the concerns of residents. Many respondents referred to previous engagement on early designs for the proposal and widespread confusion about the number of exhibited plans, design changes and works commenced/stopped without notice. Some people acknowledged the stress and anxiety that people in the community were feeling about the proposal.

However, other respondents commended Council's approach to engagement and thought that Council staff had listened to the concerns of residents who live/use the streets in the area so

that a better outcome could be achieved. People appreciated the number and type of engagement opportunities offered to allow the community to view the revised design and to provide feedback.

Some respondents liked the Have Your Say website as a communication platform and the visualisations of elements of the revised design. Others thought that the information available to the public in communication materials and on the website was inconsistent or incomplete. Examples given included perceived incorrect plans on website and contradictory maps, confusion around images/artist's impressions and dissatisfaction with responses in the FAQs. A few people said that responses given by Council did not adequately address their concerns.

Some people commented that there should have been more community consultation early in the project and in a broader area (which they believed would be indirectly affected by the revised design). They felt that had Council engaged with residents earlier and brought them on the journey, listened and considered their feedback, a more satisfactory result could have been achieved for the community. However, others thought there had been too much community consultation to date which had slowed down the realisation of the proposal.

Some respondents thought that the public exhibition was too short and too close to the end of the year and requested that it be extended until the end of January or February 2024, giving people more time to respond. One reference was made to this request in a petition signed by over 900 people.

A few people requested additional information from Council, including a risk assessment (at Council's expense) for each residence that may be directly affected by the revised design, a feasibility study and a health and safety study for the project, more details about the funding for the broader Dee Why - Manly bike path plan, and one resident reported that they didn't receive the project postcard that had been delivered to 1600 residents.

Some suggestions put forward by respondents for additional or improved engagement included:

- additional letterbox drops, local information sessions which include the police, Transport for NSW representatives and local government
- social media and online editorial
- more opportunities for individual consultation for those affected
- a dedicated Council staff member to liaise with affected householders
- more signage with QR codes along the proposed route with a direct link to the project website.

5.9 Economic impacts to residents



5.9.1 Overview of theme

The theme of economic impacts to residents was the least commented on by respondents – less than one percent, or four people. Three of these respondents raised concerns about property value, with residents suggesting that the revised design may devalue their properties.

5.9.2 Findings and discussion

Only four respondents commented on the economic impact of the proposal on their property. Three were concerned that the revised design may have a negative impact on the value of their properties, with one suggesting that liability should sit with Council for damage caused to their car or property if the revised design was implemented.

6. Conclusion and next steps

The revised design for the Curl Curl to Freshwater Connectivity and Streetscape Upgrade attracted a high level of interest from the community, as demonstrated by the number of submissions received and attendance numbers at Council's engagement events throughout the public exhibition period.

The level of detail and evidence presented in submissions by those who support the revised design for the connectivity and streetscape upgrade and those who don't support it or have issues with elements of the design illustrates the divide within the community about the proposal. Whilst it is a localised project, the proposed connectivity improvements and the increased opportunity for safe active transport have implications for the broader Northern Beaches community as well.

The high-level findings from the 758 submissions (across all feedback channels) show that the majority of respondents either support the proposed design (52%) or support the need for the proposal with some changes or improvements (19%), whereas 26% do not support or had issues with the proposed design. Only 3% of respondents were unclear about their view of the design. This would suggest that there is support for the revised design being implemented with some changes or improvements.

Also worth noting is that the structure and style of the Have Your Say survey prompts encouraged more detailed submissions from those who identified issues or felt there was room for improvement in the design. However, these survey responses represent less than half of those who responded and many respondents who indicated they liked elements of the design did not provide comments.

In five of the themes analysed, the sentiment of respondent comments identified no issues (that is, support the design) or support the need for the proposal with some changes or improvements rather than raising issues with the proposal. These themes included safety, amenity, project rationale, location and environment.

The sentiment expressed by respondents for the rationale of the project suggests that there is strong support for the revised design from many people who made a submission. The majority of comments in this theme identified no issues with the proposal.

Many people support Council's commitment to the principles of reduced vehicle use in favour of active transport modes. Some noted the *Northern Beaches Bike Plan* 2020 and Council's aim to improve the district bike route which will link more strategic centres and popular locations on the Northern Beaches. A lot of these people are already bike riders or parents of young people who ride bikes. They supported the proposed improvements to safety and access for people walking and bike riding, especially school children.

Those people who do not support the proposal raised a range of concerns about aspects of the revised design, particularly the use of streets in the area for multiple transport modes and the safety for users. Some of the biggest concerns raised were the reduced traffic lane width causing traffic congestion, and reduction of on-street parking as well as narrower parking lanes which would impact residents.

The main safety issues raised by respondents concerned bike riders and their ability to safely use the separated two-way bike path, followed by the need for improved traffic calming measures to improve safety for all road users.

Other respondents held the view that a separated bike path is a better solution that balances the needs of all road users – residents, motorists, pedestrians and bike riders. They highlighted

the benefits of the revised design which provides a dedicated space for the growing number of bike and scooter riders.

Some people saw this project as an investment in the future of the community (for both current and future residents), noting that the enduring advantages would likely outweigh any initial reservations.

The submissions in response to the revised design for the Curl Curl to Freshwater Connectivity and Streetscape Upgrade should be considered by Council if it undertakes any further investigations before further refining the design and proceeding with the project.

Outcomes of the feedback analysed in this report highlight a number of suggestions that may be considered by Council regarding the next steps for the proposal.

Parking

A more detailed parking analysis was suggested to identify innovative ways to address the perceived loss of parking for local residents such as prioritising parking over other elements of the design, introducing resident only parking and no parking areas (close to driveways) and an audit of the parking of non-motorised vehicles (boats, trailers and caravans).

Lane markings

An audit of all lane markings on the existing roads was suggested to remove all previous road markings (which drivers find confusing) and the re-application of line markings so that they are clearer for road users.

E-bikes and e-scooters

A strategy/education campaign to support the increasing uptake of e-bikes and e-scooters was suggested, including guidelines for safe use, responsibilities of users and co-existing on both bike paths and shared paths, and legal obligations of riders such as speed limits. This could be extended out to a community event at a local park where new and less experienced riders could try an e-bike or e-scooter under supervision.

Traffic calming

A traffic modelling study for the streets intersected by the proposal was suggested to identify existing conditions and usage, and appropriate traffic calming measures to improve overall safety for drivers, riders and pedestrians.

Active transport

An education campaign on the benefits of active transport which supports Council's '*Move' Northern Beaches Transport Strategy 2038* was also suggested as a means to improve understanding of the benefits of active transport for all users.

Bin zones

An information pack/new guidelines for bin locations and bin collection for residents was suggested to inform residents well in advance of any changes. A short resident survey on the bin procedure and any suggested improvements could also support residents as they transition to any new procedures.

Signage

A full signage audit and risk assessment was suggested to identify and eliminate impacts on pedestrians and public safety, and a signage plan to support the proposed revised design.

7. References

1. Northern Beaches Bike Plan (2020)
2. Road Safety Audit (2022)
3. Community Engagement Strategy (2022)
4. 'Move' Northern Beaches Transport Strategy 2038
5. NSW Guide to Walkable Public Space
6. Transport for NSW Cycleway Design Toolbox
7. NSW Government Road User Space Allocation Policy

GOLD VERSION

Appendix A – Summary of engagement activities

The tables below provide a themed summary of the feedback we heard at each of the engagement activities conducted during the public exhibition from Monday 6 November to Sunday 10 December 2023. The sub-themes discussed during informal discussions between participants and the project team are identified in green in the third column.

The Block meetings are summarised in Table 4 to Table 15.

The pre-booked phone calls with the team are summarised in Table 16 to Table 24.

The pre-booked and unscheduled meeting timeslots at drop-in sessions are summarised in Table 25 to Table 47.

GOLD VERSION

Table 4 **Block A meeting** summary – 17 November 2023

Block	**A (Lawrence Street to 30 Oliver Street)**	
No. of households invited	19	
No. of residents attending	1	
Themes	**Sub-themes**	
Street use	Bus stops	■
	Parking	■
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	■
	Bike rider safety	
	E-bike safety	■
	Pedestrian safety	■
	Vehicle user behaviour	■
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	■
Location	Alternate routes	■
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 5 **Block B meeting** summary – 17 November 2023

Block	**B (25 Oliver Street)**	
No. of households invited	23	
No. of residents attending	3	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	■
	Bike rider safety	■
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	■
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	■
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

Table 6 **Block C meeting** summary – 17 November 2023

Block	**C (27 Oliver Street to Soldiers Avenue)**	
No. of households invited	20	
No. of residents attending	6	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	■
	Bike rider safety	■
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	■
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	■
	Bin collection	■
Project rationale	Project value/need	
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 7 **Block D meeting** summary – 17 November 2023

Block	**D (Soldiers Avenue to 48 Oliver Street)**	
No. of households invited	19	
No. of residents attending	14	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	
	Bike rider safety	■
	E-bike safety	
	Pedestrian safety	■
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	■
Amenity	Landscaping/trees	■
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	■
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 8 **Block E meeting** summary – 17 November 2023

Block	**E (50 Oliver Street to Raffo Lane)**	
No. of households invited	16	
No. of residents attending	4	
Themes	**Sub-themes**	
Street use	Bus stops	■
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	■
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	■
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	■
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 9 **Block F meeting** summary – 17 November 2023

Block	**F (Raffo Lane to 82-86 Oliver Street)**	
No. of households invited	21	
No. of residents attending	4	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	■
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

Table 10 **Block G meeting** summary – 17 November 2023

Block	G (88 Oliver Street to Robert Street)	
No. of households invited	18	
No. of residents attending	4	
Themes	**Sub-themes**	
Street use	Bus stops	■
	Parking	■
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	■
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	■
Amenity	Landscaping/trees	■
	Street furniture	■
	Stormwater	
	Sense of place and community	
Access	Driveways	■
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 11 **Block H meeting** summary – 17 November 2023

Block	**H (Robert Street to 132 Oliver Street)**	
No. of households invited	16	
No. of residents attending	14	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	■
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	■
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	■
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 12 **Block I meeting** summary – 17 November 2023

Block	**I (134 - 144 Oliver Street)**	
No. of households invited	16	
No. of residents attending	7	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	■
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		■
Economic impact to residents		

GOLD VERSION

Table 13 **Block J meeting** summary – 17 November 2023

Block	**J (54 – 63 Bennett Street)**	
No. of households invited	17	
No. of residents attending	5	
Themes	**Sub-themes**	
Street use	Bus stops	■
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	■
	Pedestrian safety	
	Vehicle user behaviour	■
	Traffic calming/40Kmph zone	■
Amenity	Landscaping/trees	■
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	■
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 14 **Block K meeting** summary – 17 November 2023

Block	**K (65 – 79 Bennett Street)**	
No. of households invited	17	
No. of residents attending	7	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	■
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	
	Bike rider safety	■
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	■
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	■
Project rationale	Project value/need	■
	Project benefits/enhancements	■
Location	Alternate routes	■
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		■
Economic impact to residents		

GOLD VERSION

Table 15 **Block L meeting** summary – 17 November 2023

Block	**L (81 Bennett Street to 3 Adams Street)**	
No. of households invited	17	
No. of residents attending	0	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 16 **Pre-booked phone call** with team – 13 November 2023 at 9.40am

Location of resident	Curl Curl	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	■
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

Table 17 **Pre-booked phone call** with team – 13 November 2023 at 9.55am

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	■
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	■
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 18 **Pre-booked phone call** with team – 13 November 2023 at 10.30am

Location of resident	**Curl Curl**	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	■
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

Table 19 **Pre-booked phone call** with team – 13 November 2023 at 10.50am

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	■
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	■
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	■
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	■
	Bin collection	■
Project rationale	Project value/need	
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	■
Engagement process		
Economic impact to residents		

Table 20 **Pre-booked phone call** with team – 13 November 2023 at 11.10am

Location of resident	Dee Why	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

Table 21 **Pre-booked phone call** with team – 13 November 2023 at 12.05pm

Location of resident	Not provided	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		■
Economic impact to residents		

GOLD VERSION

Table 22 **Pre-booked phone call** with team – 13 November 2023 at 14.10pm

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	■
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	■
	Traffic calming/40Kmph zone	■
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	■
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 23 **Pre-booked phone call** with team – 13 November 2023 at 15.25pm

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	■
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	■
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	■
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	■
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

Table 24 **Pre-booked phone call** with team[4] – 13 November 2023 at 15.45pm

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	■
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	
	Bike rider safety	■
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	■
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

[4] These phone calls were pre-booked via the Project website during the public exhibition period and do not include ad hoc phone calls to the Project team and Community Engagement team.

GOLD VERSION

Table 25 Pre-booked **timeslot at drop-in session** – 20 November 2023 at 15.40pm

Location of resident	Curl Curl	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	■
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	■
Project rationale	Project value/need	
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 26 Pre-booked **timeslot at drop-in session** – 20 November 2023 at 15.40pm

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	■
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	■
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	■
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 27 Pre-booked **timeslot at drop-in session** – 20 November 2023 at 16.10pm

Location of resident	North Curl Curl	
Themes	**Sub-themes**	
Street use	Bus stops	■
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	■
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 28 Pre-booked **timeslot at drop-in session** – 20 November 2023 at 16.10pm

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 29 Pre-booked **timeslot at drop-in session** – 20 November 2023 at 16.30pm

Location of resident	**Freshwater**	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	■
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	■
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 30 Pre-booked **timeslot at drop-in session** – 20 November 2023 at 17.00pm

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	■
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	■
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

Table 31 Pre-booked **timeslot at drop-in session** – 20 November 2023 at 17.00pm

Location of resident	Curl Curl	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	
Location	Alternate routes	■
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 32 Pre-booked **timeslot at drop-in session** – 20 November 2023 at 17.20pm

Location of resident	Curl Curl	
Themes	**Sub-themes**	
Street use	Bus stops	■
	Parking	■
	Traffic impacts	■
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	■
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		■
Economic impact to residents		

GOLD VERSION

Table 33 Pre-booked **timeslot at drop-in session** – 20 November 2023 at 17.20pm

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	■
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	■
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	■
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	■
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	
Location	Alternate routes	■
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		■
Economic impact to residents		

GOLD VERSION

Table 34 Pre-booked **timeslot at drop-in session** – 20 November 2023 at 17.40pm

Location of resident	Curl Curl	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	■
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	■
	Bike rider safety	
	E-bike safety	■
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	■
Project rationale	Project value/need	■
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 35 Pre-booked **timeslot at drop-in session** – 20 November 2023 at 17.40pm

Location of resident	Curl Curl	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	■
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		■

GOLD VERSION

Table 36 Pre-booked **timeslot at drop-in session** – 20 November 2023 at 18.10pm

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	■
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	■
	Bike rider safety	
	E-bike safety	■
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	■
	Bin collection	■
Project rationale	Project value/need	
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 37 Pre-booked **timeslot at drop-in session** – 20 November 2023 at 18.10pm

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	■
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	■
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		■
Economic impact to residents		

GOLD VERSION

Table 38 **Timeslot at drop-in session** (not pre-booked) – 20 November 2023 at 18.40pm

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	■
	Bike rider safety	
	E-bike safety	■
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	■
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 39 Pre-booked **timeslot at drop-in session** – 26 November 2023 at 13.20pm

Location of resident	Curl Curl	
Themes	**Sub-themes**	
Street use	Bus stops	■
	Parking	■
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	■
	Traffic calming/40Kmph zone	■
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	■
	Bin collection	■
Project rationale	Project value/need	
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	■
Engagement process		
Economic impact to residents		■

GOLD VERSION

Table 40 Pre-booked **timeslot at drop-in session** – 26 November 2023 at 13.50pm

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	■
	Parking	■
	Traffic impacts	
	Mobility and accessibility	■
	Multi-use / competing use	■
Safety	Pedestrian crossings	
	Bike rider safety	
	E-bike safety	■
	Pedestrian safety	
	Vehicle user behaviour	■
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 41 Pre-booked **timeslot at drop-in session** – 26 November 2023 at 14.20pm

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	■
	Bike rider safety	
	E-bike safety	■
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	■
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	■
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		■
Economic impact to residents		

GOLD VERSION

Table 42 Pre-booked **timeslot at drop-in session** – 26 November 2023 at 14.20pm

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	■
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	■
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 43 Pre-booked **timeslot at drop-in session** – 26 November 2023 at 14.40pm

Location of resident	Curl Curl	
Themes	**Sub-themes**	
Street use	Bus stops	■
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	
	Bike rider safety	■
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	■
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	■
Location	Alternate routes	■
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	■
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 44 Pre-booked **timeslot at drop-in session** – 26 November 2023 at 15.20pm

Location of resident	Curl Curl	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	■
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 45 Pre-booked **timeslot at drop-in session** – 26 November 2023 at 16.10pm

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	■
	Parking	
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	
Safety	Pedestrian crossings	■
	Bike rider safety	
	E-bike safety	■
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	■
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	■
	Bin collection	
Project rationale	Project value/need	■
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Table 46 Pre-booked **timeslot at drop-in session** – 26 November 2023 at 16.30pm

Location of resident	Curl Curl	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	■
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	■
	Bike rider safety	■
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	
	Sense of place and community	
Access	Driveways	
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	■
Location	Alternate routes	■
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		■
Economic impact to residents		

GOLD VERSION

Table 47 Pre-booked **timeslot at drop-in session** – 26 November 2023 at 16.30pm

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	
	Parking	■
	Traffic impacts	
	Mobility and accessibility	
	Multi-use / competing use	■
Safety	Pedestrian crossings	■
	Bike rider safety	
	E-bike safety	
	Pedestrian safety	
	Vehicle user behaviour	
	Traffic calming/40Kmph zone	■
Amenity	Landscaping/trees	■
	Street furniture	
	Stormwater	
	Sense of place and community	■
Access	Driveways	■
	Bin collection	
Project rationale	Project value/need	
	Project benefits/enhancements	■
Location	Alternate routes	
	Project isolation/connections	
Environment	Travel behaviour	
	Other environmental impacts/benefits	
Engagement process		
Economic impact to residents		

GOLD VERSION

Appendix B – Additional submissions

Following a request to accept late submissions, Council re-opened the project page on the Have Your Say platform for one week from 26 February to 3 March 2024.

This was offered as an opportunity for the community to provide their feedback either to add any new information (if they had additional comments to those provided in an earlier submission) or for those people who had not previously made a submission.

An EDM was sent to over 1000 project subscribers about the opportunity to provide additional feedback and a total of 28 submissions were received and considered.

These additional submissions allowed us to do a final check for new data or emerging themes prior to the Community Engagement Report being finalised.

Of the 28 submissions received during this period, 15 were from respondents who had previously made a submission and 12 were from new respondents.

An analysis of these additional submissions revealed that feedback reflected the themes and sub-themes identified during the five week public exhibition from 6 November to 10 December 2023. No new themes emerged from the analysis of the new submissions.

Table 48 below provides a themed summary of the feedback we heard during the additional week that the Have Your Say project page was open for further submissions. The sub-themes identified during this period are identified in green in the third column.

Table 48 Additional feedback – 26 February to 3 March 2024

Location of resident	Freshwater	
Themes	**Sub-themes**	
Street use	Bus stops	■
	Parking	■
	Traffic impacts	■
	Mobility and accessibility	■
	Multi-use / competing use	■
Safety	Pedestrian crossings	■
	Bike rider safety	■
	E-bike safety	■
	Pedestrian safety	■
	Vehicle user behaviour	■
	Traffic calming/40Kmph zone	■
Amenity	Landscaping/trees	
	Street furniture	
	Stormwater	

GOLD VERSION

Location of resident	Freshwater	
Themes	**Sub-themes**	
	Sense of place and community	■
Access	Driveways	■
	Bin collection	■
Project rationale	Project value/need	■
	Project benefits/enhancements	
Location	Alternate routes	
	Project isolation/connections	■
Environment	Travel behaviour	■
	Other environmental impacts/benefits	
Engagement process		■
Economic impact to residents		

GOLD VERSION

Appendix C – Verbatim comments

Table 49 Verbatim comments from public exhibition period 6 November – 10 December 2023

Reference	Verbatim comment
YS1	(a) Do not cause traffic blockages at bus stops (b) do not remove parking so close to an area with large scale playing fields, ((a) do not introduce a situation on a road with 10,000 cars a day where it not be possible to enter a car until there is a long break in traffic, (b) do not implement any design in the absence of a clear strategy for dealing with eBikes, (The location of cement barriers is far too close to the sides of driveways* to enable safe entry and exit. It is completely inappropriate to implement changes that will introduce: (a) blockages of traffic at bus stops, (b) decreased parking in an area already facing parking challenges because of the proximity to a large scale playing field area, (c) (cement barriers that will be tripping hazards) for elderly or mobility challenged people exiting parked cars (d) risks to drivers trying to enter or exit* their cars (e) risks to elderly or mobility challenged passengers entering or exiting through a bike lane with bike traffic (f) an attempted solution in the absence if any clear strategy about how council plans to deal with eBikes (g) a safety risk to serious riders who will continue to ride on the road instead of having to get off and on their bike 7 times (just on this short stretch of cycleway) to cross roads instead of having right of way (h) increased (fire management) risk for houses on the cycleway with 2nd storeys due to potential inability of firefighting equipment to extend over the increased distance of the road to properties 2 of 3 [redacted] as you've seen from just a few of the feedback emails that have been shared, there is significant disappointment in the community about the very limited tokenistic listening that has been incorporated into the new designs. I have been bombarded separately by individual emails of concern. You are to be commended on nicer looking images but that's where it ends. We still have not been given full clarity on a range of questions despite your comms provided. It is not appropriate that the consultation period clock start ticking until full information has been provided to the community. The information that still appears to be missing is as follows. Could you please provide responses to these questions as soon as possible and we formally request the consultation period to be extended if these cannot be responded to in full quickly. Effective consultation can only occur with complete information. Note that none of the items below are new requests and some have been ignored for over a year. • Why is our stretch the only area having this design forced upon us? • Where is there another site on northern beaches that has a similar design in front of houses? • Where is there another site in Sydney that has a similar design in front of houses? We have

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	previously been offered an opportunity by Council to visit other areas with the same design. This has never occurred. • How will drivers safely enter their cars if the carriageway width is reduced? • How will the safety for pedestrian crossings be improved? I didn't see the replacement of the pedestrian island you removed at the intersection of Park and Bennett St in your designs. There are daily near misses at this intersection because you removed the original infrastructure months ago. • How are the elderly or children expected to safely exit cars across a bike lane? Your comments on this are extremely vague and unhelpful. • How will you avoid buses blocking traffic at bus stops? If you get stuck behind a bus, you basically have to wait until the end of the route to get past. • How many parking spaces will be lost? (you just refer to some) • What is the overall free space between vehicles when 2 buses are passing each other? What happens when the serious bike riders continue to use the main carriageway which is what all serious cyclists have told us they will continue to do. • Where will bins be placed and retrieved so as not to block driveways? Their placement can be a significant nuisance and safety issue when reversing out so your information provided is way too vague to understand the impact here. • What is the impact of reduced carriageway widths on people who have caravans or boats parked at their houses? Will they be allowed to stay? • The proposed setback distance of concrete barriers from driveways has been raised multiple times as a significant issue and this is still not answered. • What is the overall planned cycleway path that will be affected by the proposed new design, what are all the streets in northern beaches that will eventually be affected and when would they be affected (ie. beyond Oliver and Bennett streets)? I've looked at the cycleway map. https://hdp-au-prod-app-nthbch-yoursay-files.s3.ap-southeast-2.amazonaws.com/4116/9923/4967/23TN1338_-_Curl_Curl-Freshwater_Connectivity_Map.pdf. Will all the houses on the dashed blue line also be getting this design? Are they aware that this is about to get forced on them? • What are the current volumes of cars and bikes on this road and what is the forecast for both? • What is the expected profile of people that Council believes will use the cycleway (ie. kids versus serious riders) and forecast volume of actual users? • Your argument about benefit to young kids is extremely flawed because most of the backstreets that kids would need to travel on to reach the cycleway are too unsafe. 3 of 3 [redacted] great point regarding impact on valuation. One of the residents I spoke to earlier in the week advised that somebody is already investigating class action but I am not directly aware of details.
YS2	See attached file Bikeways/local streets Do NOT put any cycleways on the roads. Make all the streets within the marked area (in red) 24 hours per day, seven days per week. Install 12 pedestrian/cycleway crossings at the locations shown in yellow on the map. Include central safety islands.

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	Make the existing footpath into a shared footpath/cycleway along the route marked in blue. Remove obstacles, make the path wider, and add landscaping as possible without damaging existing trees. Install signage that the cycleway is NOT for motorised bikes. All electric motorised bikes to stay on the road. No parking of non-motorised vehicles (trailers) on any roads within the marked 40 KPH zone. No parking of buses, trucks or other non-passenger vehicles within them at 40 KPH zone.
YS3	Great plan, can't wait to see it finished.
YS4	I feel this a tough situation, but i wonder if this will be more an issue of bins being left in the way after collection as opposed to before collection. I feel this is will be a great benefit to the community. Although im not in the area often, its great seeing regular cyclists out in the northern beaches and facilities like this are perfect for them and when i visit.
YS5	Consider the knock-on effect of losing parking spaces on Oliver St, on surrounding streets, particularly where there are school zones and heavy pedestrian usage. Do not remove parking spaces. There are very regular accidents at the intersections, particularly every 2 months between cars at the traffic lights junction at Oliver St and Wyadra Ave. Reduce speed limit? Widen road? Ensure that any new trees are large and well established. Do not plants beds of shrubs that will not be watered, looked after or pruned. They take up unnecessary space on an already narrow road. Do not introduce concrete barriers that cannot be seen from a driving seat position. Discuss thoroughly with all those impacted before any decision to go ahead There are serious design flaws in the proposed dual cycleway. There are real concerns about the speed of bicycles and e-bikes that would use the path or spill onto the road ways, they also use pavements at great speed at present. Not averse to cycling but the proposed plan does not consider all road users - or the importance of this busy stretch of road for cars, trucks, delivery vans, bin collection, public transport, police, ambulances, paramedics, fire engines that all travel at speed, together with cyclists, dog walkers, exercise groups, strollers/prams, families on foot, "L-plate" drivers and funeral hearses.

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	There are several places where there is heavy pedestrian congestion such as around school gates in the morning and after school, which would be significantly impacted by a cycleway on/close to the pathway outside Harbord Public School. School children regularly cross over to the other side to use green spaces such as Harbord Park and Jacka Park. The width of the road is of concern if the lane width is only 3metres, with buses turning into and away from Oliver St at several points means that there will be considerable congestion in the busy mornings, as well as a serious safety concern for buses that go over the middle of the road, when turning into Oliver St from Wyuna Ave, for example. Inconsiderate bicycle users would likely not stop and get off their bikes when crossing the roads and it is confusing when the cycle path criss-crosses different sides of the road. The road markings were extremely confusing when they were painted to weave in and out plus invisible cement blocks when driving, risk damage to cars or trucks. Is the post box going to remain outside 87/89 Oliver Street - where there is parking for people while dropping their letters into the box? Is the parking remaining there? I have a solid objection to this plan.
YS6	The roundabouts at Oliver & Wyndora & Oliver & Soldiers are currently quite dangerous. Cars race through them and there's no safe way for children to cross Oliver St. Perhaps change the roundabouts to stop signs or put in more level crossings? Not really. Personally I don't like the parked cars in what seems like the middle of the road. It seems dangerous I like the plan, it will make the roads friendlier to pedestrians and bikes. The problem with what's been done so far is Oliver road is very narrow in areas, and it zig zags all over the place around parked cars and roundabouts. Hopefully with the new wider lanes this will be alleviated. As a resident on [redacted] Ave, I don't like the cars who currently race down the road with little concern for children crossing the road or parked cars. I would support removing the roundabout at the corner of Wyndora and Oliver and replacing it with stop signs. This would force cars to stop and look out for pedestrians. Alternatively I would like to see a level crossing on the north side of Wyndora so children can safely cross Oliver St. It would also be great if you would consider traffic calming devices along the "rat runs" which include Wyndora and Soldiers. There's speed humps most other places along the Northern Beaches, why can't we have them in Freshie?
YS7	Don't use Bennett St as part of the cycleway. Instead divert it through the nearby parkland surrounding Curl Curl lagoon, where there is no traffic, better access, and reduced impact to the neighbourhood The revised proposal does not address any of the original concerns raised by residents living along Bennett St and Oliver St that let to the original project being paused. Moving the bike lanes to a single side of the road will still cause an adjustment to centre line markings. This change creates risk for residents in terms of driveway access, particularly on the bend at Bennett St/Oliver St

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	where it will be necessary to reverse onto the opposite side of the road on a blind corner in order to leave the driveway. This creates a significant accident risk on a relatively busy road.
YS8	The bike path looks very narrow on the southern end of Oliver Street. Can it please be widened and same with the concrete buffer so bike riders don't get doored!
YS9	Parking lane widths of 2.1m wide are not wide enough. Vehicle lanes should be 3.2m wide. I am a cyclist and believe the current system works well on Oliver St. as the migratory of the traffic are vehicles and the cycle lane can act as a buffer zone and provides good visibility, when entering from a side street and entering from a parked area. While a dedicated cycle path sound great, I believe with the new proposal the parking lane widths of 2.1m wide are not wide enough. Some vehicles can be 2m wide, a parked car with 100mm clearance from curb to tyre and the vehicle is over the line and and into an undersized travel lane. then you have Pantech trucks and caravans which can be up to 2.5m wide. Bus lanes should be 3.2m wide. With what I saw earlier in the year before the road line markings got changed back, buses were virtually stopping to pass each other causing traffic flow problems. Cars travelling closer to parked vehicles made visibility a major issue when entering from a side street onto Oliver St.
YS10	i am extremely supportive of the concept of the separate bike path it looks great!
YS11	-
YS12	don't do it don't do it the street is not wide enough It can't it's a terrible idea By not doing it This is a terrible idea and extremely dangerous much like the bike path along Dee Why beach front. Even with a bike path no one is going to let their kid ride to school until year 5 and by year 7 they will go to other schools that won't use this bike path. By forcing traffic to Harbord and Pittwater Rd you are making me emit MORE CO2 EMISSIONS not LESS.
YS13	Please make the bike path wider for safety improvements.
YS14	-
YS15	Please see attached file CURL CURL - FRESHWATER CONNECTIVITY AND STREETSCAPE UPGRADE COMMENTS Re Oliver Street Crossing - north of Brighton Street

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	Issue The speed of vehicles travelling south around the bend in Oliver Street. The travel time between the bend and the proposed pedestrian crossing may be only a few seconds. This may not allow sufficient time for pedestrians and cyclists to cross safely, particularly if they are relatively slow or have just left the kerb to cross the road. For pedestrians crossing in this location, a vehicle travelling south is not visible until it emerges from the bend. Suggestion: Reduce travel speed of vehicles travelling south around the bend to improve safety for pedestrians and cyclists crossing Oliver Street. Comment: The current pedestrian refuge in this location provides a half way point that allows the road to be crossed more safely in two stages. However, the pedestrian crossing has no half way refuge and relies on vehicles travelling on the near and far side of the road stopping in time for pedestrians to cross safely. Pedestrians and cyclists using the pedestrian crossing will be relying on vehicles stopping in time to allow them to safely cross both sides of the road. Comment: I regularly walk across Oliver Street south of Brighton Street and it can take only a few seconds for a vehicle travelling south to reach this same location. If a vehicle emerges from around the bend, I prefer to wait until it has passed before walking across, due to this short time span. Re Brighton Street West and Oliver Road Intersection Issue Pedestrian safety crossing Brighton Street in this location. The existing footpath is on the southern side of Brighton Street. The proposed bike path is on the northern side of Brighton Street. Safe access across Brighton Street (West) is required for cyclists and pedestrians. Traffic movement is complicated in this location. Traffic turns west into Brighton Street from north and south in Oliver Street. Traffic also travels down hill from west to east in Brighton Street. So there are three directions of traffic to be wary of when crossing in this location.

Reference	Verbatim comment
	In peak hour, there can be a stream of traffic using Brighton Street west. Public buses for commuters and school children also use Brighton Street during peak hour. Suggestions: Traffic calming measures in this location would slow traffic and improve safety for pedestrians and cyclists using Brighton Street and the Oliver Street crossing. Clear visibility for drivers, cyclists and pedestrians is important. Re Brighton Street East and Oliver Road Intersection Issue Vehicles crossing Oliver Street from Brighton St West to Brighton St East. A potential concern is that a vehicle could block traffic on the east side of Oliver Street if it has to stop due to pedestrians / cyclists on, or about to cross, the raised pedestrian crossing in Brighton Street East. If a vehicle turning east into Brighton Street has to stop to allow pedestrians to cross, is it likely to protrude into Oliver Street in the path of oncoming traffic? Similarly, if there is a raised pedestrian crossing in Brighton Street West, is this likely to obstruct traffic movement in Oliver Street at the intersection? Traffic Calming Measures Issue Use traffic calming measures to reduce vehicle speed in locations where this will improve the safety of pedestrians or cyclists. Vertical Barrier Issue The raised barrier to separate the cycle path from the road carriageway is a much safer option than a line marking on the road. The raised barrier should be adopted where possible for safety reasons.
YS16	Wyadra St intersection is a trap for riders heading north. Right-turning drivers from Oliver into Wyadra heading east will not see riders approaching from behind their right shoulder and will t-bone them in the intersection. Except for the Wyadra St intersection, the rest of the project looks good, subject to the crossing treatments at Wilson, Soldiers, and Wyndora being clarified. These are marked as pedestrian-only crossings in the map. Are cyclists expected to dismount and cross on foot? If so this is guaranteed to be observed in the breach and is a significant loss of amenity.

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YS17	Bennett and Park Intersection Will this PM (Permanent Survey Mark) be destroyed, if so will it be destroyed appropriately as per BOSSI requirements (same for all PM's) Will the NO STOPPING zone (directly behind the HI VIS crossing sign) be CLEARLY marked with road painting. I have approached council a number of times on this and nothing has been done. It is a dangerous location to park however I see vehicles parked there frequently. Kids on their E-bikes will be hurtling east and west along here at ridiculous speeds. Bennett Bus Stop Bus stops causes traffic to stop. Crikey, this is a main thoroughfare, traffic could be jammed all the way to DY beach (where cars parking causing traffic to stop) Would you like to sit at a bus shelter 1.5 metres from traffic hurtling around a sweeping bend. Oliver Street Have you allowed for 220mm kerbs plus clearances for adequate traffic lane widths? One of only 2 main roads between manly, freshie, curly and dee why, photo taken late arvo after peak hour Summary (and rant) While I admire the connectivity I think there are many details which been overlooked. I have highlighted a few after a brief observation. We are a busy hard working community and need traffic to be flowing as much as possible. We have lots of winding hills and a fair bit of foul weather which deters many people from using a bicycle for their daily commutes. This is hilly Sydney, not flat Amsterdam. You have made a mess of Dee Why Beach and adjoining streets, how can we trust you to create more workable shared streets? Rates increased almost 10% last year, I can see a lot of money wasted on your street experiments. And your online Curl Curl-Freshwater Connectivity and Streetscape Upgrade is a mess, you have information splattered around everywhere, do you think we have unlimited time to study this?
YS18	Please see additional comments We live at [redacted]. The proposed relocation of the bus stop on the corner of Oliver and Wyuna to accommodate a new bike lane will greatly impact the peaceful enjoyment of our home. The current bus stop on the corner of Wyuna and Oliver is a stomping ground for reckless behaviour and vandalism. Attached to this submission is an image of the current state of the bus stop, note the smashed glass & graffiti further to this there are often smashed alcohol bottles & cigarettes left surrounding the shelter alongside loud and reckless behaviour consistence with vandals. We are opposed to the proposed bus stop position in front of our home for the following reasons, it will increase the risk of vandalism to our home & cars in the driveway, drastically increase noise, remove 2 car spaces from the street and you would be killing 2 beautiful native Australian trees. Either the bus stop needs to stay where it is or be removed completely from the street, there is another bus stop further up the road that goes into the city which would still service the residents in the area.

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	The proposed bike lanes are not only making the roads extremely narrow but will also dramatically impact traffic flow in the highly populated residential areas. While the proposed bike lanes are a lovely notion, unfortunately the reality is these bike lanes are often used by people who are not following road and safety rules putting their own lives and lives of others at risk on the road. Specially those riding E BIKES. Should this proposal for the additional bike lanes be implemented it is our hope that there is regular policing and enforcement of road and safety rules. For example, if you are on a bike next to a bike lane you should not be weaving in and out of traffic on the road nor on the footpath. E Bike users are traveling at the same speed as cars and not following the road rules such as indicating when they are turning a corner or overtaking someone which increases the risk to pedestrians and cars. They should be subject to the same rules and penalties as cars on the road as such we'd like to see e bike holders holding a licsence to drive these motorised bikes on the road
YS19	-
YS20	Make the bike path wider
YS21	I trust this message finds you well. My name is [redacted], as resident of the area for quite some time now, I am writing to convey my strong support for the proposed bike path along Oliver Street and Bennett Street. My reliance on my bicycle for everyday errands has been met with challenges due to the escalating aggression of certain drivers on the roads on our roads. Instances of verbal abuse and overall unsafe conditions have become all too common during my rides. The idea of a dedicated bike path in our community is both encouraging and reassuring. It provides hope that increasing safety for cyclists like myself is being taken seriously by the Council. I ride along Oliver Street and Bennett Street regularly to get to Freshwater village and to Curly beach. The implementation of a dedicated lane would undoubtedly enhance not only my personal safety but also the overall appeal and accessibility of cycling in the area. While I understand that projects that shift the focus from cars to bikes can be sometimes controversial, I firmly believe that the long-term benefits, including enhanced safety for cyclists and the positive impact on community well-being, justify the effort. Thank you for your time and consideration. Hello all, I trust this message finds you well. My name is [redacted], as resident of the area for quite some time now, I am writing to convey my strong support for the proposed bike path along Oliver Street and Bennett Street. My reliance on my bicycle for everyday errands has been met with challenges due to the escalating aggression of certain drivers on the roads on our roads. Instances of verbal abuse and overall unsafe conditions have become all too common during my rides. The idea of a dedicated bike path in our community is both encouraging and reassuring. It provides hope that increasing safety for cyclists like myself is being taken seriously by the Council. I ride along Oliver Street and Bennett Street regularly to get to Freshwater village and to Curly beach. The implementation of a dedicated lane would undoubtedly enhance not only my personal safety but also the overall appeal and accessibility of cycling in the area.

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	While I understand that projects that shift the focus from cars to bikes can be sometimes controversial, I firmly believe that the long-term benefits, including enhanced safety for cyclists and the positive impact on community well-being, justify the effort. Thank you for your time and consideration. Best wishes,
YS22	I would really like this to happen. Thank you. Hello. I really would like the Curl Curl - Freshwater Connectivity and Streetscape Upgrade to happen. But Please make the bike path wider than what's been put in so far. Thank you. Hello. I really would like the Curl Curl - Freshwater Connectivity and Streetscape Upgrade to happen. But Please make the bike path wider than what's been put in so far. Thank you.
YS23	Even more separate bike paths I think this is a really good idea. I would hope that if there are any less mobile residents that they help out. This would also have the benefit of improving the community feel of the area and improve looking out for each other. Council should be congratulated for improving non vehicle options of transport in our community.
YS24	Stop this proposal which will cause significant disruption to residents and motorists for a miniscule number of users. There is no way to improve safety with this current proposal, other than to completely ban on street parking on the same side of the road as the proposal. There is no way to improve access with this current proposal, other than to completely ban on street parking on the same side of the road as the proposal. Simply looking at the above graphic should be enough to inform council about how dangerous the currently proposed dual direction cycleway will be for the residents unfortunate enough to live on the same side of the road as this proposal. The proposed dual direction type cycleway with outside on street parking may work fine on long straight roads with very few driveways and mostly on street parking (e.g. older suburbs). But on busy streets with closely spaced driveways and already poor visibility, this design significantly increases the risks for residents living on the same side of the road as the cycleway, particularly when exiting driveways. Oliver Street and Bennett Street always have been, and always will be, busy arterials that services motor vehicles by a very significant majority (Does council have accurate numbers of daily motor vehicles use vs. cyclist use?).

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Reference	Verbatim comment
	For residents, reversing out of driveways is already a difficult proposition, especially when 4WDs, utes, vans and trucks are parked near driveway entrances. What council will now expect us to do is look in two directions for pedestrians, two directions for cyclists (fast moving), past parked cars, then moving cars (fast moving) into narrowed lanes with cars spaced closer together. A single direction cycleway as is currently in place is easier as we only need to look in one direction for fast moving traffic. Council either needs to (a) totally eliminate plans for a dual direction cycleway (retain single direction on either side of the road), or (b) completely eliminate on street parking on the same side of the road as the cycleway, or (c) provide traffic wardens to enable residents to safely exit driveways. If off street parking is eliminated which is the only way to make the dual direction cycleway safe, then council will need to provide processes, mechanisms and funding (as this is a council not resident proposal) for residents to increase off street parking and improve driveway access and egress (e.g. expedited approval prior to installation of the cycleway). This proposal needs to be stopped. Pushing parking to the outside of the dual cycleway will significantly reduce visibility and increase risk for residents exiting driveways (especially when reversing). This is already becoming increasingly difficult with the increasing number of large vehicles (4WDs, utes, vans, trucks) parking on the street. Depending on their design and location, adding concrete kerbing outside the cycleway in addition to narrower lanes may significantly reduce driveway approach and egress angles increasing risk to residents as it slows approach and egress speeds. Reducing driveway approach and egress angles will also increase the risk of resident vehicle damage (driveway scraping). I expect the council to have documented specific risk assessments for each residence that will be directly affected by this proposal and expect that these can be requested by and provided to each affected resident on demand? A generic risk assessment is not sufficient for this proposal. I also expect that these can be independently assessed by a risk assessment specialist of each residents choice at councils expense. The proposal will also increase disruption to traffic flow for the vast majority of users (e.g. buses stopped blocking the roadway) and potentially lead to people taking unnecessary risks.
YS25	The road is simply too narrow to accommodate the planned cycle path and concrete barriers. Keep the bikepath where is was. By keeping the street how it was. Retain the width of the road and keep the cycle path in the road, where the vast majority of cycle paths are found. Make it more visible by painting it. By not having concrete barriers in the road and keeping the street width as it is now, and by keeping the bike path where it currently is. I have no idea how council thinks this will work as many residents have multiple red and yellow bins since the size was reduced. As a resident on [redacted] I have several safety concerns regarding the new proposed cycleway. Width of the road. The road is simply not wide enough to accommodate the planned cycleway.

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Reference	Verbatim comment
	The width of proposed car parking is narrow. Many larger vehicles, trailers, caravans will stick out into the road narrowing the width further. Visibility REVERSING from my driveway Reversing from my driveway is already difficult as I live on a MAIN ROAD. I am extremely worried about the safety issues the proposed dualway bike path creates. Residents now have to look both ways on the bike lane, take into account the speed of e bikes riding across zebra crossings and then into the bike lane, essentially going the wrong way up the road, this is very dangerous. We are then reversing out onto a much narrower road, with a concrete barrier limiting how I can reverse safely. Visibility turning INTO my driveway How will I see small primary aged kids on bikes if there are parked cars between me and the bike lane? Safety of the bike path at the Brighton street intersection where bikes have to cross the road. The Brighton street crossroads is extremely busy with the cafe and crossroads now drivers have to look out for bikes travelling at speed on a bidirectional bike lane as well as the multiple directions to cross at the crossroads. There has already been a pedestrian fatality at this spot. E bikes This bike path was designed BEFORE teenagers riding e bikes became popular. They travel fast, they assume right of way at crossings and riders do not stop or dismount. I witness this most days at my work place near Campbell parade, Manly Vale. The positioning of the crossing of the bike path at the crossroads of Oliver and Brighton streets is very dangerous as it is positioned on a BLIND BEND. There has already been a pedestrian fatality at this spot. It will be difficult for cars to stop on time with e bikes travelling fast across the crossing, with little or no warning. It would be safer for the bike path to follow one side of the road. My understanding is that it crosses there to link to Freshwater Campus. This is a senior campus with a wide catchment so there would not be many students riding to school, students are at the age where they drive to school. Is it safe for young primary school students riding to school to share the bike lane with electric bikes travelling at a much faster speed? They would be safer riding on the pavement. Width of bike lane Can bikes actually pass each other with ease, e.g. if it is 2 e bikes traveling at 30 km/hour? If your projections are correct and more primary students ride their bikes to school (this is certainly not the case at the moment) is it safe to be sharing this space with e bikes traveling at high speeds as the bike lane will be enclosed and no scope to move over to create room to pass If the main aim is to increase the number of primary school children riding to school, I do not think this is a safe option, for them to be sharing this space with e bikes traveling at high speeds. Shared footpath zones

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	There are several spots where the bikes are required to move off the road and onto the shared path. Pedestrians will assume that a bike path means cyclists will not be on the pavement, leading to confusion and potential accidents. Exiting cars into bike lane The proposed design does not eliminate the problem raised by council that cyclists will be safer as car doors will not open to the bike lane. People exiting cars on the passenger side will be opening their doors into the bike lane, parents unloading kids from the passenger side (the safer side) will now be unloading kids into a bike lane. Elderly people exiting cars on the passenger side will now have to navigate a step down into the bike lane and a step up onto the pathway. Buses stopping traffic. Council have said that there are only two buses that travel down Oliver St and Bennett Street. The private school buses also pick students up along those roads in the morning. Primary schools often have additional buses at school for excursions. They used to be able to stop in the bus zones outside the school, which is no longer there, so what happens when multiple buses are returning students from an excursion? This will block the road. This is a safety concern as cars will now be forced to overtake / go round the buses. Bins Residents have multiple bins, it is unclear how the proposed bin locations will work, and if garbage trucks will be able to return them to the same spot. The road width is now so narrow that a bin in the road will cause traffic to either come to a stop or veer onto the other side of the road. COST VS NEED What is the cost of the project to date and projected cost. Where is the need in the community? Do serious cyclists want to share this bike lane with teenagers riding on e bikes, often with 2 or 3 teenagers without helmets on one bike. Future You have stated on page 13 in your feedback that ‘ the design provides flexibility to WIDEN the cycleway’. Where is the potential to WIDEN the cycleway without losing parking along the entire side of the road? Council needs to let residents know NOW how this could happen without loss of parking. Residents have been treated appallingly. There should have been more community consultation early on in this project, and in a broader area. Sides streets will be affected due to loss of parking. Residents on Harbord Road and surrounding side streets will be affected as council has stated they hope to stop cars coming down Bennet and Oliver streets as it is a rat run. Our road is NOT a rat run, but a main road. More traffic will be pushed up Brighton street which is already busy and narrow and plans for a high density development on the street will also make it busier.

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Reference	Verbatim comment
	The additional zebra crossings and lower speed limit would benefit the community as a whole, but I would prefer to keep the existing cycleway (in the road) rather than the new bidirectional cycleway for reasons stated above. We had an adequate bike path in the road, primary students can ride safely on the pavement. Other options should have been considered, such as a shared cycleway, adding the crossings and slowing the speed limit, painting the bike paths to make them more visible. This does not solve the problem of e bikes riding unregulated.
YS26	The proposed redesign is still narrowing the road. This will make it to narrow once again for the larger sized vehicles like the hundreds of buses and trucks that travel down Oliver & Bennet Streets. The proposed update does not take into safety of wider larger buses and trucks on the road. The road should be widened to accommodate a separate bike lane. Having the bike lane crodd the road at Brighton St would seem to contradict the safety route that The redesign will make it very difficult for cars to safely get in and out of their driveways without obstructing traffic for a significant amount of time more than likely blocking both directions of traffic. Rubbish collection days will be a nightmare. I think it's great you're looking at the safety for bike riders so as to encourage their usage in particular to school but I think the proposed plan is falling short in several ways in promoting overall safety. This is most apparent particularly on the stretch of road from Oliver street/Bennet Street bend and then along Bennett Street to Park Street. This stretch of road is not as wide as the Oliver Street stretch which was most apparent when they tried to change the lines and lanes earlier this year,. It was an incredible safety hazard and was am accident waiting to happen as there was barley enough room for 2 cars to pass safely, let alone if a truck or bus drove down this road at the same time you wanted to pass. Early this year when the new lines were put in place after a few days of road upgrades and new line drawing, it was quickly discovered that it was not at all safe and the lines had to be reverted to what they were previously - which seems a big waste of time and money - and now to propose a plan that does not really allow for more room to the motorist to drive safely seems a little illogical. You may be trying to gain an extra half a metre on the bend but I don't see where you can gain any of that width on Bennet Street. In your researched trips to the area you will have probably noticed that there is a high usage of the road for street parking and now with a narrower strip of road to drive down, danger will increase any time anyone gets in out of a car. I'm also concerned as your proposal states that this will be more appealing and increase the confidence people will have to ride to school and yet you have the rider change from one side of the road to the other - a very busy crossing. Would it not make more sense to continue the bike path to go around the corner at Brighton Street (East) and then turn left on to Park Street. (As this is a much quieter road and wider.) Or if you were fixed that you wanted to have the bike path cross the road at Brighton St intersection that you then had the bike path turn left onto Bennet St and go around past the Bowling club - as again if you're worried about the nerves of the bike rider this is a quieter street for bike riding. I have also noticed that Park St will lose a number of parking spots with the Honeycomb Stamping - which will have a big impact on Saturday sports when parking is already a real problem in this area.

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Reference	Verbatim comment
	Another concern I have is for the householders parked in driveways that now have to back out across a bike path and then having to come out quite a way into the street to continue driving on Bennet St - potentially blocking 2 lanes of traffic and a bike path if they have to come out passed a raised kerb for the bike path. Bike paths are awesome when they are practical and there is room to make them workable but it would be great to have a more workable solution than those proposed.
YS27	This street provides access for local residents to hubs - the narrowing of the route has made this dangerous and frustrating. The plan treats the route a side street rather than a key thoroughfare - residents still have to get to Pittwater Rd/Manly Removing new obstacles that narrow the road. Changes have diminished safety rather than improved. Choosing a more suitable route for a bike path. This route was safer prior to changes - the route is too narrow and winding to incorporate bike lanes and parking alongside the roadway. The inadequate space causes both cyclists and drivers to second guess - the space has insufficient separation and leaves too little room for error. I feel sorry for residents whose amenity has been significantly changed. Commuting form Curl Curl, it feels like this route has been deliberately made more difficult and dangerous - I have witnessed/experienced more close calls where minimal errors from bikers or drivers put people at risk. Resident drivers from the surrounding streets and suburb will still need a viable route - I encourage Council to look for an alternative quieter route for the cycleway. This would encourage wider usage by cyclists and encourage more parents to feel comfortable allowing their kids to cycle. At present novice riders on bikes and e -bikes are sharing a route with both cars and more experienced riders - presenting a danger to both when space is tight.
YS28	Submission to Council - Proposed Curl Curl to Freshwater Connectivity Overall Submission Summary 1. I am opposed to the proposed 2-way cycleway which I consider to increase risks to cyclists (as detailed below). I do not believe this is an improvement to safety for cyclists, quite the opposite and in some cases, posing an increased risk to pedestrians. 2. I would ask that you change the shared pathway at Wyuna Ave to a full pedestrian crossing to avoid confusion and provide highly visible cues for motorists that pedestrians have right of way i.e. striped crossing, etc. Submission Detail I am all for the increased safety to pedestrians and cyclists around the Freshwater and Curl Curl areas and I thank the Council and Transport staff for making time the other Friday to meet and chat with the residents of [redacted]. I would like to make the following submission in respect of the proposals to the Curl Curl to Freshwater Connectivity and Streetscape Upgrade ("The Proposal"): My main points are in relation to what I consider to be a highly dangerous cycleway that is proposed (I assume that this cycleway is intended for most cyclists to use so as to increase the

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Reference	Verbatim comment
	safety of pedestrians on the footpaths); and I also request to upgrade the shared-way at Wyuna and Oliver into a full pedestrian crossing. Details are provided below: 1. 2-Way Cycleway proposal appears to be much smaller width wise in comparison to the Dee Why cycleway. Oliver Street has the added elements of hills that allow increased speeds compared with the Dee Why cycleway. CURRENT INFRASTRUCTURE Pedestrian Crossings •Currently my son cycles to High School in North Curl Curl on a push bike. He cycles on the pavement until he reaches Bennett at which point he can cycle through parks and bushland. He will be able to do this until he is 16 I believe as per the current legislation. I am happy with this, apart from a lack of pedestrian crossings at Soldiers and Wyuna, so I welcome the addition of these in the proposal. I would also welcome the opportunity for him to ride in a safe cycleway, however, I do not feel the current proposal provides this. My submission is based on the face that my son can currently ride on the pavement. Current Safety of Footpaths •Currently if an obstacle like a branch, person, dog, child, etc presents itself/themselves on the pavements and footpaths, a cyclist is currently able to swerve and take evasive action on the pavement and the neighbouring grass. These walkways (including the grass) range from very approximately 2.9 metres to 5 metres, with an average width of around 3.5 metres and the most common width being around 3 metres. A cyclist can further bump down onto the side of the road as a last resort but as they are kerbside, they are unlikely to experience injury or will fall against a parked car at reduced speed, and only if the 3 plus metres width worth of evasive width opportunity first does not first fully assist. INCREASED DANGERS AND RISKS OF PROPOSED CYCLEWAY Increased risks and dangers associated with proposed cycleway Reduction of cycleway space for evasive action - “nowhere to escape safely and at least a metre less than the pavement” •The cycleway (measured at Oliver Street and Wilson area) measures 2.08 metres. It is flanked by concrete block runners that have been recently installed by Council on the west side of the cycleway, and by pavement on the other side. These concrete curb runners only break to allow vehicle traffic where there is a driveway or road intersection. •I view this as a cycleway with “no room to escape safely” if a cyclist swerves or evasive action is required.

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	•Instead of an average of the current of at least 3-3.5 metres for evasive action, a cyclist now has a whole metre less and no "bump down" option. Has the increased risk of a bike flipping been considered in the proposal due to these additional kerbs? •If a cyclist swerves, their bike wheels risk hitting raised concrete. Instead of bumping down or hitting the side. Surely there is a high risk flipping over the handlebars or the whole bike may flip with them (a cyclist will go over the handlebars when the bike comes to a halt ie. in this case the wheel hits solid concrete). •They may also suddenly brake as they are about to hit the concrete either side, again causing them and potentially the bike to flip (again hard braking is a common cause of falling over the handlebars) The risk of flipping on the footpaths currently is much lower •Flipping they may hit a large tree head on; east side: they or their bike may hit a pedestrian, child, dog; west side: they will either hit a parked car, or most alarmingly in sections where there is no parking, flip onto the road, potentially onto oncoming / moving traffic. Risk Assessment - High risk of the likelihood of the above: •From a risk assessment point of view, one should consider several aspects including the magnitude of the risk and the likelihood of this occurrence. •I believe the risk of swerving is highly likely in this cycle way. •I watched adults and children cycling over the past few days and very few were cycling straight, especially on takeoff, even in proficient adults. •The ability to cycle straight is also hampered for a number of reasons including ability, concentration and distraction, sudden obstacles, selection of appropriate/inappropriate gears, the lay of the land and so on (Oliver is on a hill either side of the school). •Add that to fast moving e-bikes, and this highly concerns me in terms of an accident waiting to happen. Risk of cyclist being hit by a car door opening has not changed by this proposed cycleway •Currently if a parked car opens a passenger door, there is mostly a grass buffer in that the open door overhangs onto the grass area and not onto the actually pavement where someone would be cycling. There is insufficient space between parked cars and the cycleway – so no improvement here for children cycling. •It is not sufficient just to say that passengers will be careful when they alight their vehicle - children open cars doors without looking, sometimes doors are blown open in the wind, etc. Has the risk of E-bike "motorways" been considered? •This lane is intended for all I assume, so will include children who are perhaps not totally steady on their bikes, or anyone swerving as they push off, and then at the other extreme teenage or adults E-bike and push bike users, travelling at 25km/hr in opposite directions. Young rational prefrontal cortex has not developed fully until around 25, so education alone is not enough.

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	•I personally feel that a cycleway encourages faster cycling since there are no implied pedestrians to watch out for in contrast to the pavements, so potentially you have a 50km/hr impact to potantially young children joining the cycleway. •So taking the hills that increase the e-bike cap you are potentially looking at impacts of 50-60km'/hr. And again in the confinement of a 2.08m width!!! Increased risk at driveway intersections •Currently cyclists cycle down pavements at varying speeds and caution. A cycleway provides a false sense of security and confidence that a cyclist has right of way and there will be no people or cars around, creating a potential/tendency for increased speed and less looking out for dangers. There are so many driveways along the way (this is the opposite of the Dee Why implementation) and feel for the residents who have to back their cars out daily onto this.. I would like to make specific focus on 2 areas of the cycleway, but there may be other areas of risk. Increased risk of injury to cyclists AND pedestrians due to the proposed cycleway: where the cycleway crosses the bus stop / bus shelter and pavement outside Harbord Public School on the east side of the road, has the increased risk been considered in the following scenarios : •Getting off the bus - for example a parent/carer steps off backwards with their pushchair, focusing on checking their pram / elderly person with shopping trolley right next the cycleway and oblivious to a cyclist riding by at high speed and the cyclist oblivious to the fact that someone is just getting off the bus at the same time. •Someone flagging and running to catch the bus, focusing on the bus and not crossing the cycleway. •I feel this is extremely poor design, and again ask has the human safely element been considered and comprehensively assessed, especially in such an area of high foot traffic with the school right there. Increased danger at entrance to public carpark: where the cycleway crosses the entrance to the Oliver Street Village carpark at the bottom of Wilson Street: •This cycleway and the green colouring is supposed to give cyclists right of way, but are the public aware of this? Many are unclear of the rules, and there will always be traffic from outside the area. the 2-way cycle traffic is a lot for drivers to look out for. •This is a carpark frequently used given its proximity to Harbord Kindy, Harbord Village Shops, Gym and Soul Hub businesses on Oliver Street. It also is a thoroughfare from the carpark behind Vintage Cellars, with many cars choosing to exit through this carpark, rather than the Vintage Cellars carpark which goes directly back into the village. •Currently drivers exiting the carpark onto Oliver Street turning left only have traffic coming from the right to look out for (although obviously they should be looking both ways). However, with limited opportunities to exit or in a rush to make school picks up/off to activities/many other reasons, there are often swift pull outs, and questionable whether drivers have looked both ways. This is not just a could be - the number of horn beeps and car tyre screeching that goes on daily outside our house is always a worry.

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	•The above risk is further increased to cyclists heading north on Oliver Street from the village lights, where drivers are also heading north and turning into the carpark, where potentially high speed cyclists are obscured/partially obscured by the parked cars on that strip of cycleway opposite numbers 4-14 Oliver Street. 2. Change the shared pathway at Wyuna Ave to a full pedestrian crossing •This is a main road crossing for pedestrians accessing Harbord Public School from the south. •I believe sharedways are misleading, there is a lack of public awareness; and there are no striking visuals to alert motorists to the fact that pedestrians have right of way. A pedestrian crossing landmark is very clear, known to all, and easy to spot. •For the sake of walking a few extra metres to a pedestrian crossing, I am sure people would much rather walk those extra few metres than get knocked over in a pathway that is not clear and has an inherent lack of public awareness about. •I would like to see a full pedestrian crossing therefore. I make some other comments: •There are parents who, regardless of the improvements, will drive their children to / from school, So there will still be a large amount of traffic and congestion at school drop off and pick up - at these times it will not be a "calmer street environment". •Just because this model works in certain European countries, a European model cannot be adopted here where roads are hilly, we have poor public transport, we live far away from where we work, and we cycle for different reasons. •Prior track record of cycleway usage - Dee Why So, in conclusion, when all these elements are placed together, reduced cycle width, reduced opportunity to take evasive action, no barrier between open doors of parked cars, two way cycle traffic including E-bikes at high speeds in an enclosed space, kerbs which provide an increase to bike flipping risk and no escape way, the false sense of security of protection leading to increased speed, drivers having to have increased awareness due to 2-way cycle crossings, increased risk to pedestrians particularly at Harbord Public School and the Harbord School bus stop, and so on, these all add up to increased risk to cyclists, and in some cases pose an increased risk to pedestrians, not reduced risk. The proposal is supposed to be increasing safety and experience for both pedestrians and cyclists. It is something that we as a family would totally avoid, and I am of the opinion that it has not solved the problem of cyclist safety at all (actually the opposite). Thank you and kind regards [redacted]
YS29	This is sensible. The marking will pull parked cars further away from driveways, helping to allay community concerns. Please use temporary paint fit the bin spaced - I'm sure people will quickly get used to putting their bins in the right place and we don't need more visual clutter in the street.

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Reference	Verbatim comment
	A really important project that fills a major missing link in the bike network. I fully support Council's efforts to create dedicated space for the growing number of bike riders. Please recognise that the objecting residents do not represent the wider community that will hugely benefit from this project. Safety would be improved further by introducing a 40km/h speed limit across the whole area. 30 would be even better for the side streets so that kids and less confident riders can use these streets to link up to the separated cycleway. I also urge Council to progress a cycleway and wider footpaths on Oliver Street between Pittwater and Lawrence - another big gap in the network and a road with plenty of excess space that could be reallocated. And complete the shared path on the south side of Greendale Creek to join it to Harbord Road. And make sure the option to turn left of the cycleway into Bennett and Stirgess to access the lagoon park and the two high schools is clearly signed and marked on maps. But - huge congrats NBC. My family can't wait to ride on this cycleway.
YS30	when buses stop..it stops all traffic.. buses should be allowed to pull over, as current bikes are riding past parked cars and are open to hitting open doors it isn't fixing anything...just creating more issues...leave it alone
YS31	Look fine to me! I completely support this! It is a really exciting project. I would use this cycleway all the time to ride to netball and the beach at Curly. At the moment I have to go a long way round through Brookvale and that's not a great route as it's a share path, Please can you also build cycleway and much wider footpaths on Oliver Street between Pittwater Road and Lawrence Street? This would make a huge difference to getting around the area by bike.
YS32	The project is attempting to force a multi-use space into an area which was not designed with enough space to accomodate multi-use - as a regular user of this route, the safety, visibility and usability of the road is strongly diminished by this project. The route was safer prior to these works - now the driveways and parking arrangements are complex for residents a challenge for irregular users of the route - the plan ignores that this is not a rat run but a legitimate well-used route for residents. Residents are faced with negotiating frustrating multi lane/multi vehicle paths to enter and exit - bikers are less visible and less compliant with rules - and I don't live there - but drive through from Curl Curl As a frequent user of this route, resident in Curl Curl, I strongly disapprove of the shared lanes. The road has been much more precarious since the introduction of the changes. This route is the

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Reference	Verbatim comment
	natural route (not a rat run) for local residents and prior to the changes functioned well - the narrowing of the lanes with cycles and resident cars trying to park and navigate these changes has significantly diminished the utility/safety of the route. Local residents will still require access to Manly and routes to the city. This design has simply made a dangerous obstacle course for local commuters - whether drivers or cyclists. The parking arrangements are not at all intuitive. E-bike riders in particular ride at speed and frequently ignore road rules and there is less space to avoid problems. This route seems a very poor choice as a shared space since the route is winding and not designed with appropriate width to accomodate multi use. I note the confusing lane markings are being addressed. Hoping council will reconsider and choose a better option.
YS33	We think if you're going to upgrade the footpaths then put the dual use on them and NOT add a cycle way to the road which isn't big enough for all your plans, as shown when you tried doing this on the road before. We feel you are doubling up: big wide paths & reduce road space for a cycleway & bin space, is trying to fit too many things into one road. People lose parking on the road, not everyone has off road parking. This road is a busy and this packing everything into it is only going to cause congestion. Should have thought about the beach road. 1. increase footpaths size and add dual use - cycle/walkways 2. cyclists never use the cycleways; they stay on the road as they travel a high speed 3. children have the footpath/cycle way
YS34	Bus stop on Bennett Street I fully support the bike path
YS35	See attached pdf with my comments. [redacted] [redacted] [redacted] Dear Sirs I wish to register my opposition to the proposed Freshwater Streetscape Upgrade. I am especially concerned in respect to the following: The proposed changes to the layout and width of travel lanes will severely impact manoeuvrability of vehicles, particularly the larger vehicles such as buses and rubbish disposal trucks. The alterations to the bus stops on both Bennett Street, and at Harbord Road School, result in the loss of bus parking bays and in doing so block the ability for general road traffic to continue moving past any parked vehicle. I consider that this may result in a greater likelihood of future accidents.

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Reference	Verbatim comment
	I am also confused as to in-consistency in the positioning of the bus shelters in these locations and their different proximity to the two-way bike path. The revised layout of the bend of the road at the Oliver Street and Bennett Street intersection looks to result in a reduction in the carriageway width in both directions, whilst maintaining vehicle parking on the inner side of the bend. Having already experienced driving through this earlier last year when road markings were temporarily changed I found this quite dangerous, particularly when approaching from the east as the inside bend parking results in a blind spot for approaching drivers. I foresee this as an accident waiting to happen. Oliver and Wyadra - I am concerned that the lack of any offset of the cycle-way at the junction with the cross-street could result in cyclists inadvertently continuing across the junction without stopping, resulting in serious accidents. Oliver and Wyndora - At this junction the cycle-way changes to a shared path to cross Wyndora, but the existing rest island is proposed to be removed? Currently vehicles fly through this roundabout junction and the removal of this rest island would greatly impact pedestrians. St John Baptist School - the realignment of travel lanes will result in a loss of the adequate width for bus parking which will impact traffic flow in this area. Oliver and Village Car Park Driveway - access and egress from this driveway are severely impacted by the proposed alterations and addition of raised separator, particularly for vehicles wishing to turn in to driveway from eastern lane. Oliver to Lawrence Street junction - the proposed transfer of the two-way cycle path to a sharing of footpath and cycleway makes no sense at all, as the current pathway is both extremely narrow and at a different level to the adjoining roadway. General comments: Residents of both Oliver Street and Bennett Street will be severely impacted by these proposals; there is a substantial loss of parking spaces, driveway access is complicated by the introduction of raised separators, getting in and out of cars is made more difficult with the reduction in laneway widths and traffic movement on either side of the car from both traffic lanes and the two-way cycle path. Cyclists will inevitably continue to use the traffic lanes rather than transfer from one side of the road to the other to join a two-way cycle path. Many will also prefer to be travelling in the same direction as the general traffic (as per the general roadway situation) rather than moving across to the cycle way and travelling north whilst facing oncoming southern direction vehicles in the traffic lane only centimetres away from them.

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Reference	Verbatim comment
	In summary I feel that the majority of these proposed changes offer little or no benefit to the majority of both road and pedestrian users. The only elements that I would like to see retained are the proposed improvements to pedestrian crossings. Yours sincerely [redacted]
YS36	A lot of money being spent on a cycleway that won't be used. It won't take any cars off the road and it will reduce parking. Against anything that reduces parking. With all the granny flats going in that don't require off street parking, parking is at a premium. Taking parking off the main streets, just pushes it onto the side streets which already don't have enough parking. This money could be much better used on creating additional sports fields and indoor basketball courts that the community actually need and will use rather than cycle ways that won't be used. If you do use the money for additional sporting facilities, please don't waste it like was done with the DeeWhy PCYC. For the money spent the community should have ended up with 6-8 badly needed indoor courts instead of only 2. $$$ wasted on egos associated with design.
YS37	More direct route for cyclist including (i) avoid having to cross into the other side at 4-Oliver&Brigthon Intersection, and (ii) Oliver & Bennett Intersection Bicycle lane between bus stop and shelter on image 5-Harord Public School - wouldn't it be better to make the bike lane behind the bus shetler? Without the legend showing where the bin location is, it is a bit difficult to comment just with the plan above. But I think a letter to all residents explaining the new process and a clear marking on the road should be easy enough (maybe colour marked + written "bins"). I fully support the proposal and the expansion of the bike network in the Northern beaches with separate cycleways and cylcle-friendly roads (and avoid shared paths as much as possible in the future, shared paths should only be used as last resort due to conflicts between bikes and pedestrians). I live in Manly Vale and use my (push) bike to access key beaches and centres such as Manly, Freshwater, Curl Curl and even Dee Why beach. Manly Vale has great bus connections to the City and along the B-line corridor but poor connections locally including to the majority of the closest beaches/centres cited above (even Manly with services only every 1 hour), and so having a good bike network is really important to provide an alternative to driving. I also support lower speed limits in most of the LGA (outside key transport corridors) to encourage more walking and cycling, and more cycle parking at beaches.
YS38	I support this proposal.
YS39	Traffic flow will be significantly reduced with buses blocking traffic when they need to stop. This is likely to cause drivers to divert down more residential streets causing safety issues. The space for parking and driving lanes is too narrow for people to safely exit the drivers side of parked cars.

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Reference	Verbatim comment
	Cars reversing out of driveways will be blocking the bike path and then also have to reverse past parked cars making it very difficult to safely exit driveways I am opposed to this proposal. Where the parking on Oliver street near Wilson street already has the proposed changes I have almost had 2 accidents in the past 2 months with people opening drivers side doors on parked cars without looking. The lanes are so narrow for traffic that I was very lucky that there were no oncoming cars as I had to swerve onto the wrong side of the road to avoid hitting the opening car door. This is a significant safety issue. In my opinion the proposal should not be implemented at all.
YS40	Improved luminance contrast, bus stop visibility and shade coverage including wheelchair access under cover Increased rain gardens, increased shade Improved cut gutters at bin locations to improve manual handling. Ensure bins and tress don't impact visibility. Bike safety improvements are great for the community and the environment, it also improves access and parking for all.
YS41	Leave existing Leave existing Leave existing This is potentially a very dangerous proposal. Larger vehicles will have to cross onto the wrong side of the road. People entering/exiting vehicles will be put in danger. Lane widths are not safe nor do they conform. Buses will be unable to turn corners safely. Buses stopping in the middle of the road?? Emergency vehicles access will be compromised. Side streets will have more cars parked due to loss of parking in Oliver/Bennett streets. There already is an existing bike lane which works well. To me this seems to be a gross waste of money and resources. Council should concentrate on footpaths and other infrastructure instead of this nonsense.
YS42	Parking is already limited and reducing the number of parks will cause more issues

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Reference	Verbatim comment
	The lane width is simply too narrow, it's going to be too dangerous to get in and out of parked cars. It's already tight when buses go down the street, the new plan will have buses less than 20cm from the cars. Someone is going to get killed. I support cycleways in general but not at the cost of general safety. This plan and the proposed narrow width of lanes which does not allow for safe passage especially when trucks and buses are involved is going to end in incidents causing injury or death.
YS43	Safer Bike Parking Infrastructure
YS44	Higher quality crossings for cycling. Think dutch intersections. Cyclists should not need to share a space with pedestrians to cross a street. Cycling and pedestrian priority at intersections, instead of priority for cars.
YS45	This is a really important connection which will help my daughter and her friends ride safely from Dee Why to Manly.
YS46	We strongly object to bus stop on Wyuna moving west because the noise of the slowing/accelerating/idling diesel buses on this 24 hour route and people would be meters from bedrooms instead of the greenery clearance at current location. Also trees be cut? The car park on the western side of Oliver on north side of Wyuna is too close to Wyuna, obstructing view of traffic and making turn too tight for cars and buses. Remove car park and ideally make curb more sweeping. I just heard about proposed Wyuna bus stop relocation and would like a phone discussion as we are directly affected. I challenge council to look for other ways to address the concern, such as a slight 5 or 10 meter relocation instead of 30, driver education or road markings on how to navigate the turn, removing Oliver car park and making the kurb corner more sweeping, etc.
YS47	Turning left from Wyuna onto Oliver has poor visibility that will only get worse with narrowing lanes Safer locations for bike crossing (not on bend of Oliver), Remove a parking space on Wyuna/Oliver on western side to improve visibility. Please provide further information on any relocation of the bus stop at Wyuna nr Oliver as this will have a direct impact on my property
YS48	By educating drivers to be more sensible and respectful with incoming traffic Yes!

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Reference	Verbatim comment
	I am keen to volunteer my thoughts upon needy people ethically-helping them understand the logic of safe traffic. I am willing to playing my role within community educational systems!
YS49	Empathise that more bike paths and cyclists means less car traffic and teens can get around without their parents help and will be able to delay buying a car for longer. Especially if it makes it easy to get a ferry. Abd nore families will be able ti choose to be a single car household if they can safely use cargo bikes to get their kids to school and daycare. I would love for the speed to be reduced to 40km/hr to make it safe for everyone especially the elderly, the kids and teenagers and for families using cargo bikes to transport their kids to school and daycare.
YS50	More raised segregation between the cycleway and the road Deprioritise and reduce parking
YS51	More flow less clutter Bin Day always an issue, gutters in pictures always an issue don't worry about what it looks like so much No poles
YS52	"Curl Curl Streetscape Feedback" [redacted] – resident of [redacted] and cyclist to Manly 5 days a week 9/12/2023 Hello, I appreciated the 1 on 1 session I had two weeks ago. The further changes that were explained to me was appreciated. Concerns that remain outstanding are: Lane widths – Its fine to say they are the same width as the Harbour Bridge...but buses do not turn 90 degrees onto or off the Harbour Bridge. There are 3 non-roundabout intersections in the project area where buses pull onto Bennett / Oliver – and will be forced to use part of the oncoming lane to complete the turn. The street is too busy for this. Please ensure buses can turn into and out of Oliver Street without interfering with oncoming traffic. If this cannot be ach Need for bike lane (and corresponding work) in Bennett St – The bike lanes in John Fisher Park mean that access to Oliver St can be made with significantly less disruption using Sturgess. There is ample space for a bike path and less rise for cyclist to contend with (compared to Park St). A Sturgess path would completely remove the need for the awkward shared zone in Park St and be a much easier gradient for a child to ride up. The centre of Bennett St is the boundary of the catchments for Harbord and North Curl Curl Schools – negating the argument that this section provides much needed access. There is almost no need. And St John's student numbers are tiny compared to both the public schools and provide scant further justification compared to the issues created.

GOLD VERSION

Reference	Verbatim comment
	Island bus stop in Bennett St (eastbound)– Of all the places in the project area to situate one of these protruding, in-lane stops, this is the most problematic. It is a largely blind corner and vehicles will constantly round that corner, especially at night, to find a stationery bus in the lane. The placement of this stop means the radius of the curve will have to be tightened – exacerbating the problem. The bus stop itself will be a dangerous place for waiting passengers to sit. In the afternoon peak 3-6 pm there are over 40 school and public services that stop at that stop. If each stops for 20 seconds, you have traffic stopped and building up back passed the primary school for 13.3 mins over that period. This will have significant traffic implications for the local residents trying to conduct daily activities. Please revert to a kerbside bus stop. Need For Street Cleaning Inside the Bike Lane in front of Harbord Primary School – the huge watershed off Harbord Primary School onto Oliver St in any rain event will turn the bike lane into a canal and dump considerable soil sediment and tree matter inside the bike lane. Correctly-sized equipment and a scheduled cleaning program will be required. The Bourke Rd bike lane in Alexandria is regularly unpassable after rain and storms due to sticks and leaves causing mini dams along the cycleway. Doncaster Ave Bike Lanes learnings – This bike lane is being used as an example of success when it has actually only been open for 4 weeks. Surely waiting for 3 months to study the impact and build in the learnings is both more effective and a more efficient use of funds. Right Hand Turn Lane From Oliver St (northbound) into Wyadra – This revision is only relevant for 30 mins in the morning and afternoon. And for the rest of the day it forces the through traffic (vast majority of the intersection usage) to have to deviate to follow the through lane (as well as be delayed by traffic turning left into Wyadra). This increases the risk to the road cyclists who currently have some protection in the left lane because the through traffic generally uses the centre lane. Even if a car is turning right, most through traffic will still use the centre lane because its only a short wait for it to turn. SO...the lane will offer no actual improvement to safety or flow in the school peaks (because the traffic blocking Wyadra for school drop off/pick up is the actual problem and cannot be fixed by a turning lane in the preceding road) and constrict traffic into fewer lanes outside of those times. Please maintain the current lane arrangements. I can be contacted on [redacted] to discuss or clarify any of the points raised in this note. Kind regards, [redacted]
YS53	-
YS54	bin collection is not so easy for some of the more elderly in the community and moving any extra distance ay be difficult particularly for the elderly women. Where do all current on-street parking residents go?
YS55	The bike lanes with concrete bollards are dangerous for motorists as well as cyclists. "Cyclists seem to be a priority in this plan which is ridiculous and dangerous for ALL road users ... as is there is limited parking for residents ... narrowing Oliver street just for a few cyclists will put people trying to park and get out of their cars in danger ... wing mirrors will be damaged. Buses will also struggle to operate due to the narrow road plan !"

GOLD VERSION

Reference	Verbatim comment
YS56	-
YS57	I strongly support this proposal.
YS58	Stop stuffing up the road. It's fine as it is
YS59	Reduce traffic and speed significantly Speed on approaching crossing. Remove bollards between cycle path and car parking to allow a safe way to reverse out of residences on beds and peark traffic. You literally have to revers out straignt on to the other side of road. as above "To improve safety Council are saying that the plan is to redirect non-resident traffic from Oliver Street to Harboard Road, which is good. How will this be done? One of the reasons drivers use Oliver street now is that it is not easy to move quickly along Harboard road when going south towards Manly due to: - No green right filter at the traffic lights for cars wanting to turn right at the crossroads of Harboard road and Winbourne Road (travelling south towards Manly), 1 or no cars get to turn right at each change. There are 2 lanes of traffic available available which is lost when it is busy as cars cant turn right. So all traffic is held up and use only the left lane. - Similar issue for the same traffic continuing going south towards Fairlight/Manly/Balgowlah when at the end of Harboard Road they go on to Lawrence street, then turn right at the roundabout into Carville Road, they then hit the traffic lights when it crosses Oliver Street. The traffic has to turn right here but again there is NO green arrow right filter. Often only letting 1 car through each change. Creating backlog and slow. Drivers, including myself avoid these traffic lights when going south. What is the plan here. Ive just been made aware today that under a separate plan the council are now proposing to install NO STOPPING signs on the corner of Bennet Street and Oliver Street so that the Buses can pull up in Bennet street, see attached. This takes out another 4-5 car spaces from the immediate side road off Oliver street after 14 spaces (are being removed with the cycle path plan in this direct vicinity." just utilise the current paths by painting a cycle lane green they are pleny wide enough Lanes have to be significantly wider. Relocate pedestrian crossings well away from already dangerous cross road and bend there will be injury/death. utilise current pathways and paint green for cyclists. remove bollards from middle of road, how do disbled/wheel chair bound get out car safely!!!!!!!!

GOLD VERSION

Reference	Verbatim comment
	Abosultely ridiculous to have to have a bin marked space on the road. So will there be 3/4 markings for each resident, thats the number of bins we have on green days collection. Marking wont last anyway. How are elderly residents supposed to manage this, who is caring for them. Will have to cross a new bike lane and go in to the middle of the road to get their bin, really!!!! Bins always fall over, so end up in the middle of the road, how dangerous!!!! "I like the idea of slowing traffic and making the area look nice and a safe place for cyclists but this design is a disaster from a safety issue whichever way you look at it. Just use current, already wide, pathways to create a blended, dedicated cycle lane, remove the nature strips and paint green, simple. The double pedestrian crossing at brighton and oliver is a death trap. Its already dangerous just trying to cross in your car when there is peak hour traffic, with the bend, buses, speed in the mix, There are near misses every week not to mention the accidents and deaths documented and the minor not accidents not documented which just go through car insurance. When needing to cross Oliver st from Brighton st, west to east, you will be thinking its clear, so you try to go quickly as you cant see who might be coming around the bend, then someone suddenly steps out on to pedestrian crossing on the east side, you will just have to STOP IN THE MIDDLE OF THE CROSS ROAD and wait, crash!!!! very scary. We know people/cyclists just step out on to crossing not considering cars. Just imagine the situation when raining and dark. Where do the buses stop at the crossroads when people are on the crossing, in the middle of the cross roads creating build up of more traffic. How are you going to stop the cars travelling at speed coming around the bend, from east to west, from avoiding hitting people on the crossing who are walkling with small children on bikes, dogs and prams, as intended. They wont be able to run out of the way from the speeding car quickly."
YS60	Don't change anything except perhaps reduce general speed limit to 40kmph on all streets Leave things as they are now, other than reducing road speed limit to 40kmph as mentioned above Leave things as they are now This design concept is absurd. It only serves to increase the risk of personal injury to members of the public who use the roads and cycleways, increase the risk of motor vehicle accidents and create overall community frustration. In particular, narrowing traffic lanes to less than the width recommend for bus routes is just plain stupidity, as is the notion of preventing buses from being able to pull over to the curbside at bus stops thus creating traffic problems that wouldn't otherwise exist.
YS61	More benches, tree and artificial shading, maybe a couple of drinking foundation accessible to all Centralised bins in underground storage an option? Like cities in the Netherlands. "Fantastic! Love cycling infrastructure and think this is a huge improvement. No one quantifies the costs and benefits on mental health - particularly of children in early developmental cycle and elderly suffering from chronic loneliness - but this new design will go very far in creating more spontaneous interaction and community connection :)

GOLD VERSION

Reference	Verbatim comment
	Love your work."
YS62	I object to reducing road space with cycleways, and to the unsafe mixing of vehicle traffic with bicycles. Cycleways should be accommodated off road (on pathway space). Our democracy is based on majority and better service to the greatest good, therefore reducing vehicle space used by the majority 24/7 to serve a tiny minority for use mainly in daylight hours, is undemocratic and likely unconstitutional.
YS63	My three young kids and me all have our fingers crossed that we will get to ride along this bike path when it's finished together. They are all so excited about it. Dear Council, With three kids and no car, I ride my bike everywhere. This new development in Freshwater holds the potential to make my daily journeys on bike immeasurably safer and nicer for my kids and me. I urge you to not let the noisey minority to overwhelm the voices of quiet majority who are in support of this development. We need this to happen, shared paths have had their day! My kids should be able to ride to school and to the beach without fearing for their lives. Good protection for people riding is so important and this bike only path can achieve that. I don't see why cars get so much of the road and bike riders are forced into the kerb, or don't have any space at all! Every bike rider is a person, just like those in cars, who deserves to be treated with respect while using the road. People in cars need to stop thinking they are so much more important than those on two wheels. Please continue with this development.
YS64	Place the original markings back where they were and make the existing bike lane more visible As above As above As above Yes, you can leave it as is. This plan is not an upgrade, it's a downgrade. As previously stated, put the original back in place, it's working fine. Make existing bike lane more visible
YS65	This is a terrible idea, most of the people who ride around here are kids who should stay on the footpath. I think it should be left as is.
YS66	Stop this project. With designated bin spots you will remove more parking. Just leave the street as it is and paint the bike lanes green. Paint the bike lane green and have one on each side. This way we will not lose any width of Oliver Street Leave bins where they were. Do not remove parking

GOLD VERSION

Reference	Verbatim comment
	No concrete blocks Stop removing parking and don't put unsafe concrete blocks on the road. Pedestrians have fallen over them onto the street. Stop this project
YS67	adding more areas for parking. the suburb is so busy now with cars that it is increasingly difficult to park going back to single way cycle lanes. your new design is unsafe for kids, cars, bikes and pedestrians. Someone will get hit by a car in these lanes or on the carriageway going back to single way cycle lanes.
YS68	Have one bike lane on each side Have one bike lane on each side and paint it green. Remove concrete blocks, they are dangerous for bike riders and pedestrians Remove concrete blocks Remove the concrete blocks Do NOT remove parking
YS69	The lanes are not wide enough for all the proposed designs. The dual-way bike lane needs to be minimised in size so the parking is less affected Removing the dual-way cycle lane. I fear for the safety of the riders, and kids getting in and out of cars. Somebody will eventually be hit by either a car, or a car door will be opened onto a kid on an e-bike in the cycle lane Revising the dual-way cycle lane to single lanes as it is impossible to park and enter driveways and exit driveways safely without going into oncoming traffic.
YS70	I'm are very happy that you are upgrading the Wilson street pedestrian crossing. I have written to the council numerous times with no response. It is a very dangerous crossing as the cars traveling south to north can't see the people crossing until they are on the crossing. The garden and raised bed needs to be liked at.
YS71	A greater separation between car parking (car doors) and the cycle way. Bollards pictured should have visibility markings according to best practice.

GOLD VERSION

Reference	Verbatim comment
	Aside from the residents, Council should ensure to support the garbage truck drivers to take care when placing the empty bins so they don't roll or fall back into the cycle way. Rogue bins can be a challenge for children cycling to school It's wonderful to see NB council embracing the cycling culture that is growing here. This connection is critical but there are so many more gaps in a broader safe cycling network and safe active transport route around our schools. We need similar investment for Frenchs Forest & Belrose schools. There are loads of shared paths around NB hospital and up to Glenrose, but far too many unsafe road crossings for them to be considered child-safe.
YS72	I am extremely supportive of the expansion of cycleway networks across the LGA I, including this section in Freshwater. The design is good, it will lead to good outcomes in terms of accessible transport, improved amenities, streerscaping, connectivity and reduction in community carbon emissions. Great work NBC.
YS73	I believe that this is a great move forward for the residents of Freshwater. As a family, we find it very challenging to use our bikes together with our 3 year old boy in a safe manner. This will allow us to travel around our neighbourhood in a much safer way. I wish more of these upgrades were happening all around freshwater.
YS74	Put it back how it was Keep pedestrians and bicycles seperate, keep cyclists on the correct side of the road for their direction. Keep bins on the pavement Remove concrete in the road added earlier in the yeR Go back to original road layout By continuing with this design it shows you are interested in the look of what you are doing not the functionality of how it will work. Having cyclists mixed with pedestrians is a bad thing Having cyclists on the wrong side of cars is. Bad thing Please realise that not all change is good.
YS75	I am a frequent e-bike rider and I love the emphasis on creating safety for cyclists with the bright green 2 way lanes. The added crossings will also encourage more people to walk their kids to school or allow kids to walk by themselves to school. The only potential issue I see is with the bus stop outside Harbord Primary School (Oliver st). The bike path cuts right in front of the bus stop which isn't great - perhaps speed bumps or similar could be added to slow riders down to give way for people? Also, as a frequent commuter to the city I would like to see better bike path connectivity to the B-Line stops at Warringah Mall, Manly Vale and Dee Why. Thanks

GOLD VERSION

Reference	Verbatim comment
YS76	This is a terrible idea and it design and shows no consideration for the homeowners
YS77	With the car lanes in Bennett St being moved further to the south side of the street, visibility driving west will decrease as you approach the bend into Oliver St. Currently there are 3 to 5 caravan and camper vans left permanently parked near the bend. This will heighten the risk of accidents, particularly for cars turning right into Bennett St. I know the lanes will now be 3.5m either direction at the bend but the camper vans will still create danger. Consideration could be given to banning the parking of trailers and camper vans in this area. A mirror could also be placed on the opposite side of the road to assist cars approaching from the east. Thanks
YS78	So many car spaces going. Many houses along Oliver st don't have any car space or only 1- where are the cars supposed to park? Reduce the gardens and put in more car spaces or put in angled parking in the large nature strips of side streets to patk More car spaces gone for bin collection areas! Obviously none of the designers live on this street and need a car to get to work! I support cycleways but this is a cheap easy way of putting one in without consideration of how busy this road is and how little parking there already is. Should have taken some of the nature strip on one side and replanted trees
YS79	Bus stop at Bennett st will back up traffic at an already dangerous bend. Loss of parking needs to be addressed. Bennett/Oliver is important for overflow parking for Curl Curl sports fields Pedestrian crossing at Park St needs to be raised (or the refuge island put back in). Bend ad Oliver & Bennett is very dangerous already and will only be worse once carriageway lanes have been narrowed. Concrete strips need to be removed on Oliver and not put in on Bennett. Visibility in and out of driveways on Bennett near the bend is already poor and will only get worse with the new plans. Please reconsider this project. I truly believe this plan is very dangerous and someone will get hurt. Bennett/Oliver streets are not suitable for a dual cycleway and the narrowing of the carriageway is an accident waiting to happen. The bend is of particular concern as there have already been accidents in the past (hence the crash barrier).
YS80	Why does the bike lane run through the pedestrian crossing in front of St John's catholic school? This is unsafe- the speed of most of these e-bike riders is not a safe speed to stop suddenly if a person is to come in front of them unexpectedly. Are bike riders expected to stop for pedestrians? Because most do not. Are the lolly pop people that help our kids cross expected to manage bike riders as well?

GOLD VERSION

Reference	Verbatim comment
	You've said the following- Sutherland St Neutral Bay has been in place for over 10 years in a low-density residential street. There are multiple residential driveways on the bike path side of this street. This carriageway is the same width as Oliver Street, and its cross-section is similar to what we are proposing. Is this stretch of road here in Freshwater considered a 'low density residential street'?" What does 'proposing to install' a no parking area on the Oliver St / Bennett St bend. Is this happening or only a proposal? This is absolutely necessary. The attached diagram appears to still be too narrow for a large car to make the turn out of a drive way safely? Do parked cars have enough space to open their doors without obstructing traffic or putting the person in danger? You've mentioned bike riders can still ride on the road if they choose, will the road be wide enough for me to safely overtake a bike rider? Do bikes riding on a shared cycle way have to stick to a certain speed? Majority of people in this area drive daily, most households have two cars yet drivers of motor vehicles seem to be the last priority with this plan? Why would you have a bus stop in the middle of a bike lane? And a pedestrian crossing extended through a bike lane? Are you not aware of the amount of e-bikes being used some going faster than cars? Accident waiting to happen. Oliver St is not a wide enough road for these changes. When you first 'upgraded' the road the amount of times buses would drive out of their lane on the bend just past Brighton St and almost hit me was ridiculous. Not to mention the fact that if they did hit me I'd have no way to avoid them as there are parked cars on the side of the road. Parked cars also cannot open their doors without obstructing traffic. I understand the need for pedestrian crossings. Leave the bike lanes as is. No way to get around trucks or delivery vans when they decide to just park on the road for however long they like.

GOLD VERSION

Reference	Verbatim comment
	Rubbish plan.
YS81	It should be left as is Ensure there are areas for emergency services have some where to attend houses without blocking the street There is nothing wrong with the way the street is at present. By not changing the current layout This is completely ridicules, it will require elderly to push their bins to the collection point. I hope the Council will have liability insurance should someone fall and injury themselves Emergency Services will not use driveways, at present if they park outside a residence traffic is able to go around them, with the proposal when they stop they will block the street in both directions. As this is a main thoroughfare this will impact both motorists and Public Transport. The big question who can use the bike lane (push bikes, e bikes, motor bikes) given e bikes and motor bikes can travel at the same speed with the rider completing a traffic exam, would motor bike be safer using the lane then e-bikes. Allow parking and pull over areas for emergency vehicles. Widen the street to allow for residence parking as most homes within the area do not have off street parking. Move the new changes to Carrington Pde so main traffic areas are not impacted. Don't change major roadways move the new Bike Lane set-up which on average is only used by 3 bikes per day to low traffic streets eg Carrington Pde. Insure intersections that are on restricted visual corners are not changed. Re move the pedestrian crossing at Park St and reinstate the safety island thus reducing the risk of insure to pedestrians. What a joke with sort of thing happens in Dee Why currently and it fails weekly. The area on bin days will look disgusting, obviously little to no thought has been put into this concept. Elderly residence would need to move their bins further thus increasing the risk of falling, using the current system is risky enough for that age group. Still at a loss why Council is so set on destroying the areas landscape. With what has happened to the Freshwater Village and to the beach front at Dee Why you would think Council Staff would have learnt from their mistakes, however it appears that the people on the traffic committee as led by Council staff have no real concepts and are fixated on trying to justify their employment.

GOLD VERSION

Reference	Verbatim comment
YS82	By abandoning this dreadful proposal By abandoning this dreadful proposal It can't This is dangerous and useless. There are other routes for bikes. I'm a bike rider and use existing bike routes across South Curl Curl and Northern Beaches HS. Upgrade the existing bike routes. By retaining the existing spaces Another ill-conceived and inconvenient proposal. The safety aspects of this motor vehicle thoroughfare have been inadequately addressed. Like Kenneth Road in Manly Vale, adjacent to the Manly Andrew Boyd Carlton Aquatic Centre, the room for motor vehicle travel has been compromised and reduced when other solution for bicycle routes and pedestrians are available around Nolan Reserve and the existing footpaths. This ill-conceiving planning initiative is another potential risk to pedestrian and bicycle users. The existing spaces are better than these proposals.
YS83	More Pedestrian crossings at Wyndora roundabout as cars often don't stop or give way and there are often near misses or crashes This is not a big deal. This bike path should be part of a wider traffic calming strategy in freshwater/curl curl. I live on Wyndora Avenue and the amount of cars that speed down our street is alarming. We have asked council numerous times to do something about this but for years nothing has been done. Some pedestrian crossings at our roundabout coupled with some speed humps on the street would do the trick! Please can this not go on for another few years of consultation and just get it done!
YS84	The parking area is too narrow, easy to have your car side swiped and difficult to get in and out especially children from car seats. I am also concerned about the number driveways that people will pull out and hit a bike cause of poor visibility. Further to my thoughts above I do support the idea of a bike path but feel there are too many hazards with the current proposal.
YS85	This is very important Freshy/Northern Beaches as there are so many more peolle choosing ebikes to get around. It also reduces the need for carparks.

GOLD VERSION

Reference	Verbatim comment
	Can you also please look at the intersection of Harbord and Headland roads. Very dangerous for cyclists at the moment as not many drivers know the actual road rules of giving way.
YS86	Why are we changing the entire road to accomodate a bike path that will be hardly used? I am not sure why we are even doing this work, I think that simply upgrading the current pedestrian crossings to be more visible
YS87	Initially I couldn't believe that this idea was being reconsidered, but then again we're dealing with the Northern Beaches Council. The local community sent you a clear message about how unworkable it was, but no no, council knows best and after all, it's the rate payers that serve council, not the other way round. "WE will decide what's good for them and THEY will pay for the repair work, when we realise that .....we kinda.....sorta.....should have listened to them" Last time you tried this, the buses couldn't clear the roadway when picking up punters and traffic backed up to the, let's call it the outhouse. This happened every day until we, your servants, worked out that by going past the Diggers and through the centre of Freshwater Village, we could avoid NB Council's Oliver Street Traffic Jam. Perhaps you can block this route off too, just think, you could set up deck chairs and have a cracking good laugh at the idiots, oops I mean ratepayers. It's no wonder people are losing trust in institutions, there's no point in holding elections when you just do what you want to do and couldn't give a rat's what the community thinks. As my kids would say "They're giving us the rude finger" Perhaps we can return the favour at the next election. Love [redacted]
YS88	From personal experience both as a motorist here in Australia, and a cyclist in the Netherlands, I strongly advocate for the implementation of separated bike lanes. It greatly increases cyclist safety and security & cars here often put cyclists in danger This seems reasonable, and any residents that would have difficulties with this (due to disability etc) likely already have help or systems in place that would adapt to this.
YS89	I dont support proposal as it would create traffic congestion with alternative route already congested.
YS90	Better street parking and not making the road lanes smaller

GOLD VERSION

Reference	Verbatim comment
	Rather not have to wheel our bins down the road to be collected. Keep it how it is, it's safe and easy to do when we send our kids out to get the bins. It's a stupid proposal the nsw state government says the roads have to be at least 3.2m and you want them to be 3m with a smaller parking lane..
YS91	provide adequate parking for residents, visitors and users of nearby sporting facilities. Bus stops with adequate distance from carriageway which don't hold up traffic, especially emergency vehicles Provide adequate parking where it is safe to exit vehicle and pull out from kerb. A bike lane fit for purpose which is wide enough for e-bikes, bikes with surfboards which does not see rider trapped between the concrete blocks and gutter. Carriage way wide enough so vehicle does not have to cross to other side of road to exit, ability for residents to reverse into driveway, not having to negotiate around concrete barriers. adequate space for the actual number of bins Provide spaces for all of the residents, under current plan, some residents have no allocated space for their bins. The spaces where residents do have allocation, it will not accommodate all of the bins, eg 3 bins every second week. It is a shame the council did not engage with residents earlier, brought them on the journey and taken their feedback so a great result would be achieved for everyone. Council had that opportunity after the June pause but did not do it. It was a slap in the face to residents who now feel like second class citizens. I am actually saddened that what could have made this community much better has been destroyed by the way this project has been run. Council continues to publish information which is incomplete and does not tell the true story ie ""some parking will be lost"" does not accurately reflect the situation nor does ""other similar project have successfully completed"" eg Doncaster Avenue which has been a debacle for residents and those who need to drive and park in the area (not everyone lives in Utopia where their work or other factors allow them to cycle everywhere. Also taking feedback from people who don't know the facts but are just saying yes, I like the idea of a cycleway was support is incompetent. I like the idea of a cycleway too, but not what is currently proposed. Re: Proposed Curl Curl cycleway I often cycle into Freshwater and would welcome improved amenity, slowing of traffic and pedestrian and cyclist safety. However, I find there are several serious issues with the current proposed plan. The actual bike lane design

GOLD VERSION

Reference	Verbatim comment
	I have ridden my bike in the part of the bike lane that was constructed at the Freshwater end of Oliver Street. I found it to be very narrow and the design of the cycleway wedged between the gutter and the concrete blocks meant that when I encountered a cyclist coming from the opposite direction, I had to stop and leap off my bike and was rammed against the concrete block. That person was just on a regular bike, not an e-bike and didn't have a surfboard on the side as is often the case. I can only see that the current design of this cycleway will mean it will be unusable and become a very public white elephant for the council. Parking availability and street congestion I note in the plans the removal of 8 parking spaces between Park St and Oliver St plus an additional 2 spaces in the side street to accommodate the crossing. That is 10 spaces all in this small location with already limited parking options due to no parking and bus stops. When the previous plan was proposed we were told that there would be 4 spaces lost and that would be compensated for by parking changes which would eliminate the parking of caravans and trailers on the entire street. I cannot find any reference to these restrictions in the revised plans, only the elimination of trailer parking on the dangerous bend to free up spaces. You can see in the photo attached that most of the available spaces are currently taken by caravans and trailers which will be moved to take up what remaining spaces are available on the rest of street or surrounding streets. This plan will only diminish the amenity of this area for all residents and visitors. Parking Safety The bend will be the only car parking available in the immediate area of Bennett / Oliver St junction and is extremely dangerous as cars will have to pull out from the curb on the blind corner and drivers will need to exit their car directly onto the carriageway into the flow of traffic on a blind corner. It could be a resident, a visitor of a resident of one of the many people, including those with children who park in this street to attend sport in the nearby grounds. I can see council having blood on their hands with this design. Bus stop safety In addition, I am perplexed by the relocation of the bus stop to the street on Bennett St. I can only see this will make it a very dangerous stop as it will be right on the carriage way, noting this is a part of the street where cars often speed, and large groups of school children gather to wait for the bus. I can only see this as an accident waiting to happen. Ability of residents to enter and exit their properties The current published design has residents on the cycleway side of the street having to negotiate their way around the concrete block and garden beds. We are told that the design, on paper, means it is possible to do this. Residents who currently have the concrete blocks, from lived experience report is it virtually impossible to do this and must cross into the other carriageway. This is similar to reports from the Doncaster Avenue residents who are living in the street with the completed cycleway who were told the same. Even residents in Doncaster Ave who do not have the cycleway on their side report that the narrowed lanes means they must cross to the other carriage way, and they cannot see what traffic is oncoming due to parked cars. They are having to pull out blind and report it is horrendous. This is on a straight road. Bennett and Oliver Streets are not a straight road and are much busier, there is a bend with a blind corner so the situation will be even more dangerous. Based on this, I find it does not meet the stated objectives and I strongly oppose the current plan.

GOLD VERSION

Reference	Verbatim comment
	Loss of 8 spaces + further 2 between Park S & Oliver St where there is already limited parking due to bus stop and dumped trailers. How is this an improvement. I cannot find any mention of getting rid of the parking of caravans and trailers as promised The bus stop on Bennett St (photo 2) is right on the carriage way. This stop is used by school children. How is this safe? Whilst I am generally supportive of improved cycling routes in the area, I note in the plans the removal of 8 parking spaces between Park St and Oliver St plus an additional 2 spaces in the side street to accommodate the crossing. That is 10 spaces all in the vicinity of my house. In addition, there is a bus stop in front of 65 Bennett St and one directly across the road, which is not new, but this means that this also consumes additional space that is not available for parking for trades and visitors. There is already a scarcity of parking in this location, particularly in summer and during sporting events. This plan will only diminish the amenity of this area for all residents. When the previous plan was proposed we were told that there would be 4 spaces lost and that would be compensated for by parking changes which would eliminate the parking of caravans and trailers on the street. I cannot find any reference to this these restrictions in the revised plans. You can see in the photo attached that most of the available spaces are taken by caravans and trailers. In addition, I am perplexed by the relocation of the bus stop to the street. I can only see this will make it a very dangerous stop as it will be right on the carriage way, noting this is a part of the street where cars often speed and large groups of school children gather to wait for the bus. I can only see this as an accident waiting to happen. Based on this, at this time I strongly oppose this plan. Can I point out an issue with the revised design map. The map has a purple line that is supposed to represent public parking. This purple line does not take into account the bus stop on Bennet St South (photo 2 in the plan) which renders a considerable amount of that line unavailable for public parking. It therefore does not truly represent the impact of the project, particularly on this portion of the route between Park street and Oliver Street where, including side streets, has lost 10 parking spaces (8+2) according to the “have your say” site. Also •Can you confirm what changes will be made to speed limits along the route (as well as parking of caravans and trailers per the list below). •Why is the route going along Bennett street to Park St and not from Oliver St, into Bennett street, past the bowling club and straight into the park which already has paths and links to the beach, as was suggested by many of the people at the community forum back in June. Is this a funding issue that it must be on the road?

GOLD VERSION

Reference	Verbatim comment
	•Given the road will be much narrower with reduced parking, what arrangements or provisions will there be for residents needs to have work done on their property, where might the trade vehicles park? On the Cycleway have you say Q&A is says it is funded by the Federal Stimulus – School Infrastructure Program. However, there is another link to Federal Stimulus – School Infrastructure Program on the Council site that talks about this funding but there is no mention of cycleways or upgrades to infrastructure around Harbord school, only the raised crossing for St Johns: https://yoursay.northernbeaches.nsw.gov.au/school-pedestrian-safety-upgrades#:~:text=As%20part%20of%20the%20Federal,over%20the%20next%2018%20months. I am wondering why we can't just get the crossings and upgrades like those other schools, why is a cycleway included in the package? Wow, something that makes sense (in relation to [redacted] suggestion). Another potential solution could be to, as many have suggested, not do the Bennet St section but route it past the Bowlo down Stirgess. However, there could also be a new shared path constructed on the northern side of Stirgess, which is plenty wide enough. It could connect to the entrance of the park at Park street as well. Therefore, there would be two potential entry points to the park, connect riders to the Scout hall, playing fields and also the kiddie playground on Stirgess. Avoids re-locating the bust stop on Bennett St and creating bin day chaos. I'm sure this would bring some issues as well but isn't getting the cycleway off the main road and to where people actually want to go sooner worth considering. First principle of safety, avoidance, then put in place mitigating measure if issue can't be avoided. I know it wouldn't solve the debacle at the Oliver St section, I think [redacted] hybrid suggestion might be the best for that end. I don't believe a shared path in Stirgess would have an impact on parking if it is on the nature strip. Lots of families with prams and bikes use the park and there is currently no path there.
YS92	I am generally supportive of the proposal to provide dedicated bike paths. However, there are two things about the current proposal that I have significant reservations about. 1. Placing the bus shelter on Bennett St (point 2) in the middle of the road seems brave at best. Knowing the traffic, busses, and trucks that come around what is a blind corner at speed, I will certainly not be sitting there. 2. Given point 1, the corner between points 2 & 3 on your map can already be very dangerous if you meet an oncoming bus or truck. Reducing the width of the road at this point will result in

GOLD VERSION

Reference	Verbatim comment
	collisions. Even with the latest plan, the parking on that corner (the inside of the bend) must be removed to make it safe. 3. Having lived close to this area for 15 years, I would say that the real place where a cycle path is needed is along Carrington Parade, on the beach side of the road, getting rid of the parking on that side (no issues with resident parking or bin collections). The amount of 'kid' bike traffic far exceeds anything seen on Bennett Street, and you get far more near misses between bikes and pedestrians walking on the pathway. Not to mention the speeds some motorbikes and cars go down Carrington Parade; it can feel like a drag strip at times! It's a straight road so you have no issues with blind corners, there are already natural 'break' points to slow people down with the mini-roundabouts. (which current don't work because vehicles can cut the corners. But with the road narrowed in a similar way to the current proposal and entry and exit ramps included between Adams St and Gardere Av roundabouts as proposed for Park St, you could reduce the speeds significantly and make the whole environment much nicer for everyone."
YS93	+ Slow speeds to 30km/hr all day + Widen the bike path to improve rider safety. + Give a wider buffer by removing some car parking. + More trees would be good!
YS94	We need min Recommended 3.2m wide street width to maintain road safety
YS95	The pedestrian crossing poles in proximity to the cycle path at the Brighton St intersection seem too close. The bollards shown at Bennett St were the least favoured option under AS for cycling infrastructure as I recall. If the tactile raised strip is intended as a warning of approach and the distance depicted is accurate, I doubt it's of much use. The colour shown in the render, doubly hazardous in poor vis/oncoming headlight glare, if that's the case.
YS96	It appears that consideration for the local community's safety and needs are being totally ignored. The groundswell of option is against this idea, and I was of the notion that council was there to serve the local community. The money can be spent on a whole range of better and more needed services. [redacted]
YS97	Oliver Street is mostly TOO NARROW to achieve all your objectives and accomodate bus stops etc. Seperate pedestrians completely from all bikes. Implement and ENFORCE clear E- Bike rules. Pedestrian safety in the whole area is VERY POOR I completely understand that the council is attempting to encourage more bike use and make the precinct safer for riders. However, unless the safety of ALL TRAFFIC is addressed eg. lanes greater than 3.2 m wide or REMOVE HEAVY VEHICLES from using Oliver Street your plans are going to create driver frustration and create hazards for all road users.
YS98	The experience we have all been through with the changes that rolled out along these roads this year has strongly indicated a deep lack of actual diligence around safety and functionality. Even now the plans look ill thought out.

GOLD VERSION

Reference	Verbatim comment
	The terrible rollout of changes earlier this year strongly suggests a deep lack of diligence in terms of actual inquiry to the real-world outcomes of the changes. The cost that must have been incurred to rollout completely unsafe and unpractical upgrades and then correct it (twice in some places) must have been enormous. The plans shown above if tested in real-life in my view, would increase the dangers for users, for example: - The new crossing at Bennet and Park in my view is a disaster begging - the placement makes it difficult to see pedestrians when travelling south and more so at night, it is extremely hard to see people especially children, when the lighting is so low - The narrowing (again) of the road where there are cars parked on both sides appears to simply be going back to where the lessons should have been learned. It is utterly impractical to expect residents to find other roads to park their cars, this simply creates congestion in areas that likely have found their 'level' in terms of car parking. Have you surveyed the residents around how many more people would be highly likely (not just 'think they would') begin riding a bike that don't already? What percentage of residents would result in an increase in cycle use? Is this significant and does it warrant a disproportionate % of space? Why would people ride bikes on the road when we have some excellent pathways in the park areas that could be improved? To be honest, I don't understand where this has come from. Why this road? What need the community has expressed to drive this change? What studies have been done to confirm the relevance? Given the mess that was, it tends to suggest these are thought bubbles of things that look nice to a select group of individuals (which they do), however, the reality of the application in my view will be a nightmare. I can't help but wonder about the agenda behind this and the group/s involved, I'd suspect someone with impact and who cycles. Very sorry, I just think it is poorly thought out, and previous events really make it difficult to trust that a diligent process has occurred. Many thanks for the opportunity to submit my views, I am sure you all do amazing work, but in this case, whoever is driving this might need more time to work the impact through.
YS99	Reduce cars to provide more safe space for bins This project will allow my friends to safely use e-bikes to cross the northern beaches

GOLD VERSION

Reference	Verbatim comment
YS100	The realignment of the road is incredibly dangerous, especially near the pedestrian crossing. There is not sufficient space for a double bike lane, two lots of parked cars and two lanes of traffic. Remove one lot of parking near the bicycle lane. However, parking is difficult at the best of times in summer and this will cause further issues. I think this is ridiculous. This has not been planned well and the changes that have already been made should be reduced. Alternatively, some way of reducing speed along these roads should be considered.
YS101	Changes unnecessary. Changes unnecessary My concern is the increase in bike riders using the street upgrade. Are there traffic rules planned for the bike riders Who has right of way. Teenagers need better education when riding on footpaths & roads.
YS102	These designs do no account for the need for parking on the streets, or the every shrinking lanes for cars. Travelling on an upgraded road recently at night and during wet weather was treacherous - cars were barely clearing each other as they drove past.. The streets must first provide for safe car travel. The small parking and narrow lanes is going to result in car accidents. Some bike lanes are understandable but this is excessive and unnecessary. Bus stops must be moved away from the road Landscaping etc is great but just needs to be maintained (at a cost) or it starts to look shabby. The bus stops are too exposed and right next to travelling cars - they are unsafe!! Consideration must be given for driveways and places for bin collection. This whole design seems to cater only to bike riders at the risk of damage to people and property. This is madness. Why is this area being forced to change to dramatically (and unnecessarily) for bike riders? How do the elderly and disabled move their bins? Please reconsider this. It is going to risk the safety of people at bus stops and people in cars. It is grossly in favour of bike riders and needs to be scaled back.
YS103	No bike, no narrowing of the streets, add pedestrian crosswalks at every interesction, speed limit of 40kph 24/7, speed cameras

GOLD VERSION

Reference	Verbatim comment
	As a parent with a small child, I 100% believe Freshwater needs obvious crosswalks at every crossing. The current situation is unsafe, especially in crossings which are blinded by large trees (oliver and soldiers). However, the proposed bike lane and narrowing of the streets is dangerous! There is no room to do this. The way the lines have already been repainted are in line with the tyres on parked cars. I cannot put my child in his childseat if I am parked on Oliver because I/we will be IN THE ROAD! Ridiculous. Drivers use Oliver as a major commuter way, as if it is a highway. IF these narrow roads are to go ahead, the speed limit must be SIGNIFICANTLY decreased. I believe it should be 40 kph at all times with speed cameras. There is a reason speedlimits in neighbourhoods in other parts of the world are 40 kph (25 mph), because it is where families living, pedestrians are walking and children are playing. Neighbourhoods are not meant to be a road race. To be honest, because of the fast traffic in a NEIGHBOURHOOD I am considering leaving Freshwater all together. Narrow roads, large buses, bikes, kids, fast cars and driveways do not mix. Someone is going to so be severely injured or killed by a unregulated e-bike, speeding car or a bus that can't fit in the lane.
YS104	Oliver st is now incredibly narrow and not safe for pedestrians Street signs regarding shared path speed limits, wider paths for elderly residents Some of the driveway spaces are really tight, and you've completely removed any street parking. Oliver street is generally full of cars overnight. Where are residents & guests supposed to park now??? I appreciate that your best intentions were to improve the conditions along Oliver st, but you've made it a complete mess. You need to improve the surface of exisiting paths and provide speed information. Instead you've made the area a nightmare for parking, driving and access (and I'm really glad I'm not a garbage truck driver. Oliver street will be a nightmare on bin days with a garbage truck blocking the road)
YS105	Again like Kenneth Road that you have made too narrow with your parking plan and now dangerous you have and are planning to do the same again. I have yet to see a bike on what is there in Oliver St. All you have done is make the road dangerous for all as far as I am concerned. The bikes could easily ride through Curl Curl Park towards Brookvale and then with a short bit through Williams Street catch up with the Golf Course and a pleasant ride south or into Manly, which is what my husband does and it is safe. All you are doing is messing up the traffic flow for a few occasional bikes. Again like Moore Park Rd in Paddington, which I am up and down often, I have yet to see a bike on it. Seriously, think outside the box a bit more. We all drive cars and it should be safe for motorists and buses too. I am absolutely against all of it. [redacted]
YS106	We live on [redacted] and are fully supportive of this updated proposal. We look forward to the cycleway development and believe it will add value to our community.
YS107	It's leaving the street far too narrow especially for buses navigating and turning into already narrow streets including wyuna ave Don't do it

GOLD VERSION

Reference	Verbatim comment
	Fix the existing street ad too many strange black lines Don't do it Whist the idea is great you guys really need to consider the width of the streets and who uses them .. the buses already have problems navigating the turn into wyuna. Ave . I'm not sure who plans these things but you have already have had one failed attempt and now Oliver st looks a mess and to be honest with so many black lines covering up the passed mistakes it's quite dangerous especially when the road is wet and there are strange reflections from the black lines
YS108	-
YS109	- I don't support the proposal going ahead - the proposal will impact traffic congestion with no alternative route - Oliver St / Bennett St is a significant through-road for the area and expect heavy traffic build-up if implemented for this route and alternative route along Adam's - drivers will use side roads to avoid the congestion
YS110	The street is not wide enough, the garbage trucks need to stop in the middle of the road, get out of their truck and wheel the bin over the bike path to the truck. Absolutely ridiculous! We need wider streets for cars, buses and trucks. Bike riders are still riding on the road, not in the current 'new' bike lane. Get rid of the new bike lane and restore to previous lane. Improve your footpaths. Remove the concrete bike lane markers which make reversing out of driveways very difficult and dangerous. Yes, what a stupid plan. Why do residents need to wheel their bins to a designated spot to satisfy a few bike riders? Garbage trucks will stop for a long time to empty all the bins and block a really busy road and traffic will back up, people will get impatient and go around the truck causing head on accidents. What could go wrong? Big picture, this is a busy road for cars, buses and trucks, there are children walking to school and you are complicating the scene and making it difficult for everyone!
YS111	great idea hope it goes ahead
YS112	Do not install separate bike paths. This is a terrible loss for parking in the streets affected. Do not install separate bike paths. This is a terrible loss for parking in the streets affected.

GOLD VERSION

Reference	Verbatim comment
	Do not install separate bike paths with cement barriers. Will council pay for damage to vehicles? Waste of money This is a ruin of perfectly good existing street design. Elevated pedestrian crossings are good at least.
YS113	To: Whomever in Council will actually listen to, take seriously and adequately address, the serious safety concerns being expressed by concerned Residents regarding the proposed Curl Curl – Freshwater 'Upgrade' "This project will help encourage walking and bike riding as the preferred mode of transport for short local trips which can help reduce environmental impacts, traffic and parking congestion." While the Council's key statement above forms part of a wonderful & idealistic PR & marketing blurb, that nodoubt appeals to many people's ideals of a 'liveable suburb' – it does NOT mitigate the FACT that Oliver Street is a major local roadway or the FACT that the current design is unsafe for the MAJORITY of road users. The Council's cycleway plan cannot guarantee that vehicle use will be reduced, even if cycling does marginally increase. Ironically, the design is also unsafe for potential Cyclists. In addition, Council's responses via the FAQ's (& emails replying to objecting residents) DO NOT adequately address the real concerns & facts being raised by concerned residents. The responses given by Council are dismissive at best & misleading at worst. It is apparent that the Council is simply using the pretence of 'listening to residents' objections' to then 'market' the perceived benefits of the Cycleway, without resolving the real & obvious safety concerns & pending traffic flow disaster that this new design will create.The examples of other roads with this Cycleway design are not actually comparable and Council is misleading residents by using these examples. The only road that is remotely similar in usage, width and number of cross streets & multiple residential driveways is Doncaster Ave, Kensington. Ironically, in conversations with Residents along Doncaster Ave, they have voiced their dissatisfaction with the installed Cycleway and have in fact reported experiencing many of the same safety issues being raised in opposition to the Oliver Street cycleway. If Council is indeed serious about acknowledging local's concerns, they should send a Team to honestly listen to the safety problems residents along Doncaster Avenue are experiencing. Not to mention there has only been a minute increase in usage of the installed cycleway by cyclists. In the following few pages I have outlined the many concerns myself and my family hold regarding the proposed Curl Curl – Freshwater 'Upgrade' ie. Cycleway. I sincerely hope Council seriously considers the Safety & Traffic Flow issues that hundreds of residents are expressing and reconsiders railroading this design into Oliver Street. We are not opposed to increasing cyclists' safety or installation of additional cycleways in the IGA – we are opposed to this specific design being placed on Oliver Street & Bennet street and strongly oppose this flawed design being continued along Adams Street to Griffin Road. I am objecting to the current design proposed for the Curl Curl – Freshwater 'Upgrade' ie. Cycleway on these key points:

GOLD VERSION

Reference	Verbatim comment
	1.Oliver Street is a major roadway for 1000's of local rate-paying residents (who live east & north of Oliver Street) with no other option but to travel Oliver Street in a motor vehicle. The current Cycleway design has significant Safety Issues (listed below) for all users, primarily that the carriageway is too narrow to safely accommodate the two-way passing of 10,000++ vehicles that have no choice but to use this road daily. Public transport, cycling or walking are simply not options for the majority of local users of Oliver Street. 2.The Council is forcing this ill-conceived project to 'fit' onto Oliver Street with the primary purpose of accessing Federal Funding (that can only be met due to Oliver Street having two primary schools linkable via Cyclepath), and refusing to concede that the Project as designed does not safely suit this roadway. Council is Square Pegging this (Federally Funded) Project into a Round Hole! 3.I believe if the Project goes ahead that it will prove to be a safety disaster and an absolute traffic flow disaster and will no doubt need to be removed within 3-6months (like other recent and expensive mistakes made by, what is proving to be, an incompetent Council Traffic Dept). The Cost of removing this Cycleway will not be covered by the same Federal Funding and will thus have to be paid for out of Council funds acquired through Ratepayers (the majority of whom do not want this Cycleway to begin with). This will further degrade the already diminished trust that residents have in this Council, particularly given Council's refusal listen to the MAJORITY of ratepayers valid safety objections and instead force through Projects & street changes that the overwhelming MAJORITY of locals do not want. 4.Council's plan to extend this same flawed and unsafe Cycleway design along Adams Street and up Griffin Road hill to connect to the unused Dee Why beachfront Cycleway will be a continuation of the same pending safety, local traffic flow and parking disaster! This design must be stopped now before it is rolled out along any other equally unsuitable roadways in the LGA. 5.Any reduction in on-street parking is unacceptable. On-street parking availability is of high importance to the majority of home owners in this area. As such, it is Council's responsibility to respect what is important to the majority of its residents and not reduce, in anyway, on-street parking accessibility. 6.Council is being dishonest by omission in not disclosing it's true Agenda in forcing this Cycleway onto Oliver Street in such a hurried fashion. I suggest that perhaps there is a planned bid for future funding, or some kind of 'Green/Environmental Status', that cannot be met without first securing the installation of this Cycleway on Oliver Street before a Federal Funding cut-off date (ie. a 'use it or lose it' by X date), a cut-off date which the Council will not disclose to residents. As such Council is quickly forcing this Project through, regardless of its safety risks or suitability for Oliver Street. In addition, Council must be transparent in which Contractors are being awarded this Project and if there is any conflict of interest impacting the rush to have this Project approved. Council must be transparent on why it is forcing this Project through quickly and choosing to effectively ignore the major safety & traffic flow issues being presented by 1000's of locals.

GOLD VERSION

Reference	Verbatim comment
	7.This project, in its current design, must be stopped NOW and a new design or safer route considered. We are not opposed to Cycleways in the area, we are opposed to THIS design being implemented on Oliver & Bennet Streets.
YS114	Please please please prioritise the safety of the vulnerable road users (bike riders and pedestrians) Really really REALLY support this project!!! So excited to see it being constructed. I trust this email finds you well. I am writing to you as a passionate resident of the Northern Beaches who strongly supports the urgent implementation of a dedicated bike path along Oliver Street. As someone who frequently relies on biking for short trips, the current lack of dedicated bike paths, especially on Oliver Street, raises serious concerns about safety and accessibility. It is well known that Oliver Street is a very common route for bike riders (already!) as it provides a direct and efficient connection between Freshwater and Curl Curl. Riding along Oliver Street without a dedicated bike path poses safety risks and diminishes the overall biking experience. This concern is not only personal but shared by a growing number of my friends who are also interested to try bike riding as it is a sustainable transport mode that protects the beautiful environment that we all have the privilege of living in. Furthermore, the lack of proper biking infrastructure has led to congestion and safety issues on shared paths and footpaths on weekends, impacting both cyclists and pedestrians alike. I want to emphasize my strong support for the installation of a bike path along Oliver Street, as it will not only enhance safety for cyclists but also contribute to a more sustainable and active community. As mentioned, the urgent need for this dedicated bike path is underscored by the shifting transportation choices of my friends, many of whom are becoming interested riders that are concerned for their safety. I urge the council to prioritize and expedite the implementation of the Oliver Street bike path. Your commitment to enhancing the safety and well-being of residents through sustainable infrastructure is crucial for the continued growth and vibrancy of our community. Thank you for your attention to this matter, and I look forward to witnessing positive changes that will benefit both cyclists and the entire community."
YS115	It may be annoying for residents 1 day per week to have to walk to put their bins out, but for the greater community this is a small price to pay for all the families riding bikes these days to keep cars off the road. I am a mum of 5 children and I ride my 3 little ones to school most days. 1 is at [redacted] and 2 are at [redacted] for pre school. This initiative is amazing and should be rolled out all over the NB as it encourages families to use their bikes more than their cars. Great work NB Council.
YS116	You have to remove the concrete blocks and don't build any more of them. Do NOT build a dual bike lane. One bike lane on each side of the road and paint it green Paint the bike lane green on each side Remove concrete blocks

GOLD VERSION

Reference	Verbatim comment
	Remove concrete blocks and have one bike lane on each side This project is very unsafe. Please bring our old street back with a bike lane on each sode of the road Fix the side walks instead of bringing us a dual bike lane no one wants
YS117	-
YS118	Extend build-outs around junctions to minimise light veh turning speeds. Allow for large vehicle turning movements using permissible crossing into 'opposing traffic lane'. Maintain separation of pedestrians/cyclists using additional build-out widths. Do not fully 'mark out' parking spaces (as shown in plan). Instead, use 'hockey sticks' with set backs from vehicle crossings that allow necessary space for required number of bins from adjacent properties. Reduce parking space lengths where necessary. Recommend removing unnecessary centre lines along the entire length of the project (TfL research suggest removal of centre lines results in approximately 10% reduction in average vehicle speeds with approximately 3% reduction in crashes/injuries for each reduced km/h). Also remove superfluous signage from street-scape in order to allow safety messaging to stand out and reduce on-going maintenance costs.
YS119	No change to existing bike access please No change to existing bike lane and no change to existing car lanes By not implementing the proposed changes by not implementing the proposed changes I live on Adams st and the proposed changes over provide for bike use and under provide for all other requirements of the residents and users. Parking outcomes are worse, safety outcomes are worse for drivers Please leave the bike lanes and the existing car lanes and parking unchanged
YS120	Widen existing pedestrian to cater for bicycle. Stop wasting our funds. Make existing oedestrian wider like at manly. Stop wasting our funds, like you did on the manly beachfront road. Remove any raised obstacle where driveways exist.

GOLD VERSION

Reference	Verbatim comment
	Please stop wasting our taxpayer funds, you have lost all community trust after the debacle at manly beachfront road. The road is still a mess.
YS121	This is such an important initiative, and should have been done years ago- please make it happen. In addition, All of Adam's street, Bennett street , Oliver street should move to 40km/h, people drive above 50km/h and it is unsafe. It would also be good to remove all non motor vehicle parking such as caravans and boats as they are already a safety hazard given their size. I wish there was also a crossing in place for Adam's street/ Carrington street as that is another dangerous section to access the beach The pedestrian crossing at Bennett/ park street needs lights, and need a middle section. Cars drive really fast Please please continue the bike path all along Adam's street to the beach Needs to be more focused on walkers and cyclists. Bennett/ Adam's street should be 40km/h given how many kids cross here. The crossing needs more safety, ideally traffic lights or a speed bump like in harbord road (I can't tell if the proposed drawings currently are a speed bump). Cars drive faster than 50km/h currently and it's hard to see, especially at sunset when the sun is in the drivers eyes, and in the dark. It should also be a crossing at park street to give access to bus stop, and ideally the street opposite the church to connect it all
YS122	I fully support this initiative and we need many more such bike paths in the northern beaches
YS123	Son't lose so much space (width) for cars
YS124	-
YS125	A much need separated bike link. Big thank you to Council for supporting such an initiative. I'm sure residents in the street will be annoyed, but push through, they will get used to it and love it quite quickly!
YS126	As a bike rider I support this proposal ... cycleways have been proved to be safer for all road users. Cycleways encourage more bike riders. More bike riders = less cars = less pollution.
YS127	-
YS128	When the truck stopped for the men to collect the bins it held up all the traffic on Oliver street all the way where the current bike path is .Cars then were going over double lines to pass how is that safe? Also the men were in no rush to bring the bins People wont bring their bins to the allocated space ! Then the trucks will be in the middle of the road while they wait or cars will be parked in the designated spot. It is such a busy road why has no thought been given to the traffic delays. I live here and have yet to see a bike in the new lanes.
YS129	-

GOLD VERSION

Reference	Verbatim comment
YS130	It is essential that regardless of the outcome of this consultation, the crossing at bennet and park is upgraded. As residents of Adams St we use this daily and cars still fail to stop at the crossing. It must be raised and better signage provided
YS131	I appreciate the increased bicycle safety and will feel more comfortable cycling in freshwater
YS132	Awesome design, residents will get used to this. Nothing to worry about. Amazing project. I wholeheartedly support this project. Let's start building!!!
YS133	This a fantastic proposal that will make cycling a possibility for so many people. Looking forward to it opening!
YS134	-
YS135	The proposed plans look like a disaster. A complete restart is required. Remove 20km/h zoneDon't allow cyclist to ride across pedestrian crossings. These style of crossings are risky and an potential liability for the Council A complete redesign like wider streets to accommodate the cyclists Increasing on street parking This design is detrimental to local residents Please remove cyclists' pathways on pedestrian crossings
YS136	-
YS137	Very supportive - please proceed
YS138	Hurry up and get this done!
YS139	This seems like a simple enough transition. This is a fantastic proposal. Sydney is in desperate need of upgraded transport methods that reduce the stress and reliance on the existing road network, This is a sustainable solution, providing a safe alternative to driving around the beaches, I believe it will benefit a variety of people including the more reluctant local private car road users and residents. This is a small step in the right direction for Sydney. Good work!
YS140	To the Council, I wish to express my profound concern regarding recent developments in Freshwater/Curl Curl. It's evident that residents weren't adequately consulted before these initiatives commenced. With proper community engagement, the current unsatisfactory streetscape situation could have been avoided.

GOLD VERSION

Reference	Verbatim comment
	I empathize with residents now facing challenges navigating their driveways amidst a cluttered environment of a public footpath, bins, raised separators, and a cycleway, all crammed into a limited 1.5-metre travel lane. Introducing a cycleway and raised crossings seems unnecessary and could significantly impact the local area. Prioritizing the needs of cyclists over the majority relying on vehicular transportation appears unfair. A 'stop, kiss, and go lane' would better serve the community, especially school-going children. Furthermore, the safety risks posed by raised separators, particularly near driveways and street corners, are evident from incidents on Oliver Street where cars have frequently bumped and mounted them, rendering these separators unsafe. They also pose a trip hazard for pedestrians. The thought of navigating three new raised crossings to reach my home raises concerns about potential vehicle damage. Modifying road lanes to accommodate only one narrow lane or a right-turn-only lane, especially at intersections like Wyadra Avenue and Oliver Street, seems impractical and will undoubtedly cause chaos and inconvenience for local residents. As a ratepayer, I strongly oppose the use of ratepayer funds for these developments. I urge the council to reconsider these changes and prioritise solutions that better reflect the needs and safety of the majority of residents. There is inadequate parking for cars. This proposal will only force cars into side streets, impacting wider residents.
YS141	Dear Council, I am deeply concerned about the recent developments in Freshwater/Curl Curl. It appears that the residents were not adequately consulted before the initiation of these works. Proper community engagement could have prevented the current unsatisfactory streetscape situation. My sympathies lie with the residents who now face the challenge of navigating their driveways amidst a crowded environment comprising a public footpath, bins, raised separators, and a cycleway, all within a constrained 1.5-metre travel lane. The implementation of a cycleway and raised crossings, in my opinion, is unnecessary and will detrimentally affect the local area. Given the limited presence of cyclists in the area, it seems unfair to prioritize their needs over those of the majority who rely on regular vehicular transportation. A 'stop, kiss, and go lane' would better serve the needs of the community, particularly for school-going children. Moreover, the raised separators, especially near driveways and street corners, pose safety risks, as evidenced by the current separators on Oliver Street that have been frequently bumped and mounted by cars, rendering them unsafe. Additionally, they pose a trip hazard for pedestrians. The prospect of driving over three new raised crossings to reach my home raises concerns about potential damage to my vehicle. Altering road lanes to accommodate only one narrow lane or a right-turn-only lane is impractical, particularly at Wyadra Avenue and Oliver Street intersections. These alterations will undoubtedly cause chaos and inconvenience for the local residents. As a ratepayer, I express my strong disapproval of the use of ratepayer funds for these developments. I urge the council to reconsider these changes and prioritise solutions that better align with the needs and safety of the majority of residents.

GOLD VERSION

Reference	Verbatim comment
	If Dee Why cycleway is anything to go by, there are more pedestrians than cyclists.
YS142	Dear Council, How ridiculous! Are you serious!!! I'd like to know when the resident's of Freshwater/ Curl Curl were consulted about this before works commenced? Perhaps if proper community consultation was provided, we could have avoided this debacle of a streetscape. I feel sorry for the residents who have to reverse out of their driveways, navigating a public footpath, bins, the raised separator, the cycleway and to then fit on a 1.5 metre travel lane. Having a cycleway and raised crossing is not necessary and will impact the local area in a NEGATIVE way. Most of the children are dropped to school and would be better served with a 'stop, kiss and go lane'. It is a rarity to spot a cyclist in the street. This proposal seems to be favouring the minority over the majority. Cyclists would not utilise this cycleway enough to warrant the majority of road users being disadvantaged. The raised separators, especially near driveways and street corners pose a risk - as you can see from the separators that are currently in place at Oliver Street, they have been bumped and mounted by cars, proving they are unsafe. They also present a trip hazard for pedestrians. Would Council like to cover the cost of new suspension on my car as I would have to drive over 3 new raised crossings to get to my home?? Changing road lanes to be one skinny lane or a right turn only is not conducive to road traffic, especially at the bottom of Wyadra Avenue and Oliver Street. These changes will create more havoc and a huge headache for the local community. As a rate payer, this is NOT a good use of ratepayer funds!
YS143	-
YS144	Provide wider lanes for cares that pay to be on the road and cater to the massive increase in cars Repair the roads and paint the marking so it clw Use the verge to plant more trees that provide shade and don’t require Paint better bike tracks within existing space and when the demand for biking is much larger expand to keep up not build something hoping people will use it. Use counters to see how few people use the cycle way.s and don’t repeat the Dee Why beach saga This is to much too early make the existing bikeway work. Focus on the majority not minority. I ride a bike on the road with a helmet and rarely pass other bikers on the existing pathway. Just paint it so it’s clear and give it another half metre so it is clear from opening car doors. And police cars that park in the lane! It already looks like a mess but a bit more resolved than Dee Why beach. The cycle way at DY reduced the parking, created major traffic jams on a daily basis The planters and extension of outdoor dining area looks like a DIY project gone wrong, creating smoking zones adjacent diners and a bikeway with a pot plant divider for a cycle way that would have less than 5% utilisation. Our roads are narrow enough therefore just mark cycle ways

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Reference	Verbatim comment
YS145	More trees Letterbox drops, local information sessions which include the police, state transport representatives and local government as well as local people. Social media and on line editorial..
YS146	I am a big supporter of this project. Can we do more of these? I am a big supporter of the Oliver Street Upgrade project. Currently Oliver Street is a very busy road with traffic and the series of roundabouts make it hard to safely/easily walk up the street. I am also very supportive of slower speed limits and anything else that can be done to slow the traffic down. The current shared path networks are incredibly busy too and it'll be great to give cyclists their own space to use. I have travelled extensively through Europe and they have really well laid out towns with people cycling everywhere! Why can't we do this here? People travel by car 500m down the road to get to the shops. It's madness and leads to a very unhealthy community. Especially when kids cannot safely and confidently walk and cycle through the streets. They will grow up to also become dependant on cars too! I really hope this project goes ahead.
YS147	I've waited a very long time to see the northern beaches start to roll out some proper separated bike lanes. I always feel very unsafe riding on the road and the shared paths are soo busy with walkers. It's beyond exciting to see that there is a plan for a separated bike lane in the area and I cannot wait to see it finished and use it! You have my full support and I recall hope that the nimby's in the area realise that they don't own the road!! Get this one over the line so everyone can see all the good it does and move onto the next! Thank you and keep up the good work,
YS148	Please finish this bike path. Our community needs more of these.
YS149	I would like to see a wider bike lane so that we can use it without crashing into someone travelling in the opposite direction. Not sure why car parking is being kept the same when riders safety is at risk??
YS150	Please hurry up and deliver this asap.
YS151	More space for cars on the road, for buses and trucks too The idea of the proposal makes sense, yet feels unsafe and unnecessary. The money and upgrades should be put into improving the roads and access to residents, not taking away accessibility
YS152	less parking and more space for low carbon transport mode (walk and cycle)

GOLD VERSION

Reference	Verbatim comment
	safe cycling lane and cross road walking path introduce nature based solutions and biophilia in the design of street amenity, design with future climate in mind (shade, rainwater garden, low carbon material) I support this proposal and will enjoy using those new cycling lanes and encourage others to use them.
YS153	More trees and shrubs used to divide the bike and car lanes see below for more details I think as much division between the cyclists and the driver is necessary . As many of those areas for planting vegetation between the bike lane and the car lane should be installed. These should be planted with hardy shrubs that grow about a metre or less. This will give parents with younger kids more price of mind. Perhaps bollards in areas that cars might tend to accidentally come over in to bike lane too . Thus giving rider's protection. Also Speed bumps at pedestrian / bike crossings for drivers where it's very busy ."
YS154	-
YS155	Widen bike paths to improve river safety/amenity. Slow the traffic speed to 30km/hr 24 hours a day. Remove more car parking for a wider buffer/more large canopy-sized trees.
YS156	-
YS157	Widening the bike path would make it safer for people using it, especially young children.
YS158	individual consultation for those effected and geniune listening, bring them on the journey. We want the best outcome to make sure this project can go ahead.
YS159	I am fully supportive of this and hope it is just the start of many more facilities across the Northern Beaches which is falling well short of our needs in this area. Just in the immediate vicinity of this facility I would love to see some treatment on Harbord Road as this is a steep road up towards Freshwater with high traffic volumes (including many heavy vehicles) and is not currently safe for bike riders.
YS160	This is a fabulous initiative, please implement as quickly a possible
YS161	Simple - fine people that put their bins in the wrong spot! They will learn quickly.
YS162	[redacted] Ian Lane (Off Ian Avenue) north curl curl street width must at least conform to government standards considering the small number of bicycle riders compared with the thousands of local residents commercial traffic and buses that use our streets every day, far to much priority is being given to bycycle riders over the safety, amenity and preferences of lo my concen is for safety considering the dangers associated with bike riders of all sorts many of which are riden at dangerous speed with no commitment to "sharing" cycle/walkways with anyone nor with stopping to walk bikes across PEDESTRIAN crossings .Their belief shown by their cosistent behaviour is that they should not have to stop at any time and their journey should be

GOLD VERSION

Reference	Verbatim comment
	continuous, As you are probably judging my beliefs regarding bikeriding in Feshwater/Curl Curl , I can only add in hope of having my input considered ,I am not totally opposed to bike riding AFTER riders have had far greater regulations placed upon them and surveys are conducted to show if their consideration has improved. This is to iportant an issue to local residents to RUSH !
YS163	Reducing vehicle speeds and road space, making bike path wider. This is excellent overall, fully support!
YS164	The path that's already been put in seems narrow for two ways of riding. Can this be made wider?
YS165	Please make the bike lane wider. And more trees the better!!!
YS166	Traffic calming so my kids can ride safely on their own. My kids can't often ride in a straight line yet, so having wider bike paths would really help make it safer for them! I can't understand these designs too well but from what I can see, they look great! Love this project and the accessibility it brings for myself and my family. Can't wait to ride it!
YS167	I love the proposal, we need to support active transport and these improvements which allow for better pedestrian and cycle access through our streets are wholeheartedly supported.
YS168	Wider (3 metres) and safer bike paths with slower speed limits to mirror Manly's 30km/h. More trees and traffic calming. Awesome work! Can't wait to see it all implemented and to use it of course! Also, super excited to see this connected to Dee Why Strand through separated bike paths soon!
YS169	Make sure everyone is aware, probably a combo of digital and postal marketing I love that the area is becoming safer. I want to ride my bike around the area and often haven't because of how dangerous it is with the cars and no separation. Really looking forward to becoming more active and enjoying beautiful summer days without the stress of cars.
YS170	More trees Really like the design of the cycleway. Balances safety and accessibility with blending into the streetscape
YS171	Street too narrow for parking both sides of street, two way traffic and a bike lane. It is very unsafe for access to my property at 29A Oliver Street. It is a single driveway and turning left requires crossing onto the wrong side of the road if cars are parked up to the edge of the new barriers.

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Reference	Verbatim comment
	Turning in is equally dangerous having to negotiate the road traffic, look for bikes in the bike lane that travel quickly as well as pedestrians m. You need to experience what the residents do when accessing their properties. Backing out is going to be particularly difficult.
YS172	Physical barriers
YS173	I can't see coming out of my driveway I have to pull out
YS174	Separated bike paths would be a great addition to this route. Particularly for school age children cycling to school!
YS175	Has to be no parking beside the bike lane to see cars and have better access to road There is not enough vision to see cars coming either way and if a car is parked close to the drive way there is not enough turning space to not interrupt the car coming the other way.
YS176	Anything that makes cycling safer and gets people/families out of their cars using active transport has my vote. Continual improvements and extensions need to be made. Bike parking facilities also need to be increased and convenient
YS177	Clearly mark the collection zones with paint and signage. Fine residents who put bins in the cycle lanes. The cycle way is a great initiative and I hope it goes ahead - it will be a huge improvement in terms of safety for cyclists and pedestrians, and will hugely improve the amenity and aesthetics of the street and area. Please don't let a vocal minority stop this project!
YS178	People should be allowed bigger driveways on the verge so they don't have to park on the road. The current 3m to curb is outdated. It means people only option is to park on the street as they cannot on their property
YS179	Maintain sufficient road width The width of the traffic lane will make it difficult for traffic when trucks and/or busses are approaching. This is a similar issue to the traffic near the Manly swim center. Raised dividers forces cars into the road and can imagine side mirrors being damaged. Also, larger cars will not have enough room to park Can imagine the bin collection causing issues with parking spaces and will potentially encroach on the narrow road width,

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Reference	Verbatim comment
	NOT IN SUPPORT OF PLAN due to safety related matters. There will be insufficient space on the road lanes as the recommended width is 3.2 meters, but the proposed width is only 3 meters. The raised curbing will cause issues with car parking as it is not continuous. Can imagine cars hitting the dividers and causing damage to the cars.
YS180	Leave it alone for cars not bikes better crossings get rid of existing stuff done oitd dangerouse get rid of the desinger road is built for cars not bikes leave as is , it all a waste of of time and money , [redacted] me off and i dont in that road i have never seen such a lot of waste of time and money for a few people on bikes , are we run by Clover Moore ???
YS181	This is a terrible design, leaving a road that is too narrow for busses and cars to drive along safely. It will cause congestion on an already struggling road network in this area. Parked cars will be damaged, Busses will swipe parked cars and even oncoming cars and not take responsibilty as is already the case. Limiting residential car spaces will only push the parking elsewhere such as park and playground carparks limiting parking for its intended use. Encouraging bike use is the way of the future but this design does not work. Why make the bike lanes so wide surely a narrower bike lane is all that is needed. I do not support this design.
YS182	I live in Fairlight and my family ride around the local area regularly. We are constantly looking for new opportunities to go further along the beaches towards Crul Curl and this looks like a great initiative so we would like to support it for a safer riding experience for locals and visitors alike. Let's work together to get more cars off the road to ensure a safer and less congested neighbourhood.
YS183	-
YS184	As there are multiple unit blocks parking is already an issue on Oliver St. I've seen the terrible waste of parking spots at DeeWhy and am worried about garden beds taking up our valuable parking spots. Happy to see native trees planted however I'm opposed to garden beds as it will take away parking spots. I leave home and arrive home at school peak hour so I'm very concerned about pulling out of my driveway on Oliver St if there's going to be permanent concrete slabs on the road. It's already a tricky task and feel it will be even more stressful.

GOLD VERSION

Reference	Verbatim comment
	Can you please be transparent and share your vision. I appreciated you sending staff out to chat to residents. I know everyone is angry but they came anyway. Thank you for that. My young daughter takes out our bins. I hope I can have my bins collected from out the front of my home on Oliver st. We really need a round about on Oliver st and Wyuna as this currently has bad visibility turning left or right onto Oliver. It will slow cars too. I'm concerned about the terrible location of the raised crossing near the bend. I believe the crossing should happen on Bennett and park. The bend is dangerous and I will not let my kids use this crossing for fear of bad drivers ignoring signs and risk of death or injury from car/pedestrian/cyclist collision. Move it elsewhere. Please be aware parking spots are very valuable around oliver st and wyuna due to wyuna having multiple unit blocks. Residents that often can't get a parking tspot park on wyuna end up parking on Oliver St. Please understand this and do your best with maximising parking spots for our community. Garden beds are lovely but they will be frustrating for locals near Wyuna/Oliver. I would rather green space done on the walkway not near parking spots.
YS185	-
YS186	Widen the bike path and buffer! Widening the bike path for improved safety for cyclists as well as the buffer (via reducing car parking) for more tree plantings would be great. Also make the bike path longer and connect through to Manly and Curl Curl beach!
YS187	Good signage - perhaps using street art. A good neighbour and safety awareness promotion campaign. This proposal is brilliant, the iterations are getting safer and more attractive all the time. I really look forward to seeing this installed, and my nervous rider friends being able to ride along it in safety and enjoying the convenience.
YS188	We are visitors from abroad to Sydney in particular Manly and the northern beach areas. When we visit we love cycling but never feel safe cycling round Manly and the Northern beach areas.
YS189	Safe cycling lanes encourage more cyclists & reduce cars
YS190	-
YS191	If you park on Oliver St for school pick up as I do you take your life in your hands getting out of vehicle as buses and cars are inches off your car As I see most bike and e bike riders ride down the middle of the road with no helmets and often wearing swimming costumes as with Manly Beach build a designated bike track and it is ignored for road riding and holding up 90% of traffic movement -cars as t

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Reference	Verbatim comment
	Always good to improve streetscape and stormwater removal but not affect traffic Living on busier road (Oliver St) will always make access for residents in and out harder and bin collection a chore my mother always said Patience is a virtue My thought is too much bending over to bike riders who amount to a small percentage of road users at the expense of the majority -car drivers hell for bus drivers I feel Oliver St is a main thoroughfare always will be with 2 schools and a kindy in a small section. More raised crossings is a good idea , but making the road narrower I believe is not.
YS192	I can't wait for a safe and separate cycling path. I hope this can extend into Manly. I am so pleased that a safe, separate cycling path is going to be built here. It is so very necessary. I look forward to the improvement in the beauty of the environment as a result of the cycling path, but mostly to the far more pleasant and environmentally friendly option to cycle as a form of transport. I hope this will help to solve the parking problem in curl curl.
YS193	Cycle way is not effective for cars it's very dangerous
YS194	Driver education / awareness raising of how to interact with pedestrian crossings, bike paths, parking I support the proposal to improve and upgrade connectivity and streetscape for Freshwater/Curl Curl. From what I have read and seen on your visualisations you have listened to the community and considered good urban design and road/pedestrian/cyclist safety to bring an on balance and reasonable proposal that does improve the connectivity between Curl Curl and Freshwater. I particularly like the consideration of the two schools and the bus stops. I am concerned that a few vocal people have diverted the attention and resources away from implementing this earlier. It is after all ratepayer money that goes into these projects and due to some unhappy few people, the opportunity to provide better connectivity for all the community was stalled. I was most disappointed to hear that the already commenced upgrade work was halted. The current bike and footpaths are confusing and dangerous. I use the bikepath down Oliver Street on a weekly basis (on bin collection day) and for safety I must at times ride on the footpath to avoid unsafe situations such as abrupt endings to bike lane, confusing road markings, kerb stones and uneven surfaces. I also use the footpaths as a pedestrian, often with a pram, and I am often confronted with unsafe situations when crossing the roads along and perpendicular to Oliver street in Freshwater. Vehicle driver behaviour can at times be appalling and so clearly designated pedestrian and cyclist areas as well as traffic calming are something I see as super important and long overdue in this area. The current streetscape cannot be left as is, as it is unsafe for pedestrians and cyclists. So I implore the project team to re-commence the upgrade with these new improved plans as soon as possible. Also if I can I will attach a letter dropped in my letterbox from a group trying to drum up support for their cause to oppose this proposal. (couldn't attach, file size too large - will resize and send separately). It seems to be based on the principle of road lane width needing to be 3.2m. I am

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Reference	Verbatim comment
	concerned that this group (and others) will again divert the project and lead to a false sense of ""opposition"" to this proposal. Please don't let 20 cm be the cause of an end to this proposal! Thank you for listening.
YS195	Narrow the bike lane. Getting in and out of cars on Oliver street is now very dangerous. The bike lane does not have to be wide. The bollards outside houses do not have to be three and the loss of parking for residents (who pay rate) is crazy Remove the bike lane Good luck getting a garbage truck down Oliver street in the now skinny one way each way - they won't fit, cars won't be able to go around them This is unnecessary spending that is impacting a suburban street. Focus on the retail sectors for road narrowing and removing parking. Kids going to the primary school will continue to ride in the footpaths- the bike lane does not need to be as wide and the bollards outside houses on the road are dangerous.
YS196	Extend the scheme further This is a great initiative! Can we have more?
YS197	What evidence is there that this is the most trafficked route? I see kids on bikes going to the beach, I.e. perpendicular to this route. I don't see too many people cycling on this road. Is there any survey of actual bike usage patterns?
YS198	It will make the streets to narrow and that'll be difficult for all traffic to navigate. Also, the streets are fine the way they are. It's just confusing everyone atm on Oliver Street
YS199	This plan reduces both traffic lanes and parking lanes to dangerous levels and should not go ahead on a street as busy as Oliver St. It also means that there will be traffic holdups every time a 167 or 166 stops at a bus stop. Do not do this!
YS200	"Slow Down" pavement warning for bikes approaching Bus Stop - change of colour where bus passengers cross Bike Lane Continue to listen to concerns expressed by those concerned. Provide a specific Council Employee(who works full time) to liaise with affected householders who have to adjust their Bin and Driveway habits ~ these changes As daily bike rider & resident on [redacted] I approve of plans to improve safety and enjoyment of cycling in designated Bike Lane. Please don't be persuaded by the LOUD minority who can't cope with their SUV usage being curtailed in ANY way. Anything the encourages residents to cycle instead of driving bring great long term benefits to the community and the move away from Climate Changing Fossil Fuel use.
YS201	By having dedicated (Un-shared) FOOTpaths.

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Reference	Verbatim comment
	Why are cyclists being given precedence over walkers? With dedicated cycle lanes, why are FOOTpaths designated as being shared with cyclists? (I say this, having frequently been abused for not being aware that a speeding cyclist has been about to overtake me from behind.)
YS202	The current design narrows the road to a point where it is dangerous given the size of vehicles that park and use the road. Need that a minimum restrict the parking of trailers, trucks, campervans, wide utes to ensure the road width is as wide as possible Enforcement of safety requirements - eg helmets, speed and not driving on the road where there is a bike path No additional thoughts. Seems like it will cause extensive difficulties for residents and the bin collectors. The current plan solves for a niche problem of e-bikes, while creating a host of new issues. The revised road width has already caused danger at the end of Johnson street where the narrowing means cars exiting Johnson street have to turn onto the opposite side of the road to clear parked cars. Surely a route which involves less main roads could be considered to allows bikes a route, but not making it unsafe for other road users. As noted, if it goes ahead, the council must consider banning wide vehicles - campervans, trailors, trucks, large utes etc, otherwise the narrowing of the street will be incredibly dangerous.
YS203	Have more consideration for the safety of all vehicle drivers. The proposed changes are designed for the improvement of pedestrians and bicycle riders. Any proposed changes should also take into consideration the safety of the roads when utilised by all sizes of vehicles e.g. the width of the lanes, turning into side streets, space between parked cars and the road lanes, the volume of vehicle traffic using the effected roads.
YS204	Looking great!! At the Harbord PS bus stop, a two-way cycleway marking might be ambitious. Realistically if it's a busy bus stop at certain times, there will be people queuing across the cycleway. I'd suggest clearer line marking or a different treatment? You could check with Randwick City Council who have just installed the Kingsford to Centennial Park cycleway, in case they had to manage any similar issues.
YS205	Residents have told you that the changes are dangerous and unwanted. You haven't listened. Council are proceeding with what they want regardless. Council have removed parking from 41 to the 51 Oliver Street with zero consideration to the needs of residents.

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Reference	Verbatim comment
	The changes that have been made is not what those directly affected want. It has made Oliver Street unsafe. By returning Oliver Street to what it was before any changes were made, returning lane widths to what they were previously. Removal of the concrete blocks. Council must list listen to the comments of residents directly affected by these changes. Please recognise that residents directly affected by these changes don't want it, and the changes have made Oliver Street dangerous. Traffic lanes are now too narrow for safe use and access. Council needs to listen to the residents directly affected by these changes.
YS206	I really like the fact that the council is doing something to separate bikes and pedestrians along Oliver street as well as improve safety for kids in particular that walk and ride to the primary schools in the area.
YS207	I strongly support addition of cycleways as it provides so many benefits to the community.
YS208	Paint the existing bike lanes green and installing raised pedestrian crossings Paint the existing bike lanes green and installing raised pedestrian crossings Maintain existing parking which is already limited. The proposed changes add further risk to homeowners and drivers by having reverse across double white lines on a blind corner. It is with significant concern for the safety of my family that I write to you with regard to the ongoing changes to the Freshwater/Curl Curl Cycleway. For context I live on the [redacted]. We frequently park our car on the street to load our children into the car for convenience and safety as it is dangerous for us to reverse into the road on a blind corner with the children in the car. We have a two young boys under seven both of whom are in child seats and require my wife or I to help them into their seats and safely fasten them in. Under the proposed changes we can no longer safely do this on the street without directly standing in traffic on the drivers side of the car given the extremely narrow parking and road lanes proposed. As was evidenced when the lines were temporarily changed earlier this year buses will now have to round a blind corner half way across the new double white lines and it is therefore only a matter of time before a fatal accident occurs from these ill-conceived changes. I would like this on the record and your conscience as a serious accident, and almost certainly a fatal one, will occur. What is more concerning is the complete lack of community consultation on the final changes that have flipped the cycleway from the south side of Bennett Street to the north side which was first

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Reference	Verbatim comment
	advised to residents on 2/6/23 and then updated on the council website the following week after the works commenced. I note that my wife and I wrote to council during the first consultation process however did not receive any formal acknowledgment or response to my concerns that I raised. Fundamentally the proposed cycleway changes (not the pedestrian crossings) are a senseless waste of taxpayers' money that removes an existing practical bike lane system that provides a safety buffer to parked cars on both sides of the street with a [redacted] and dangerous version of what is already in place – and working well by all accounts of the local residents. As a cyclist who communities daily to the city I commend the intent of the cylceway and pedestrian crossings however my family and I have absolutely no intent of using the cycleway given how dangerous and impractical the intended plan is with multiple crossings of a busy road. As public servants I believe that you have failed in your duty to serve the people and to listen to the voices of the Oliver and Bennett Street community who unanimously object the changes being enforced by council. Accordingly I would ask that all works are stopped with immediate effect given the strong voice of discontent from the community." "Council have not adequately engaged the community during the consultation and design process. The final design adds complexity and greater risk to cyclists, drivers and buses than the current cycleway which adequately serves the purpose for drivers and cyclists alike. Parking amenity is already stretched on Bennett Street given the road is used for parking access to the sports fields during peak periods. Hence the recent removal of parking, without notice, will only exacerbate the parking challenges in the suburb. The proposal is being pitched as a safer solution to what is currently in place. I cannot reconcile how it is safer for my and I to stand in traffic to get my children out of the car seats whilst parking outside of my house? Council have been asked to consider retaining the existing and functional split cycleway, including: 1. Painting existing bike lanes green 2. Installing elevated pedestrian crossings Why is this not a viable option that has been proposed to the community? Narrowing the road width will further compound the safety issues surrounding the proposed design. For this initiative to be truly successful and the cycle lanes to be used by families, as is the intent, speed restrictions need to be enforced to 30 Kmph. Otherwise this will be an extraordinary waste of time and money as families, with young children such as mine, will continue to ride on the sidewalk and road cyclists, like me, will ride on the road given the lack of functionality of the proposed cycleway solution with multiple crossings.

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Reference	Verbatim comment
	Finally, there is a strong consensus in the community that (West) Bennett Street and Sturgess Avenue should be prioritised as the safest connection to the park cycle paths over the currently proposed Park Street solution, noting the supporting arguments: 1. The route avoids the dangerous Bennett Street corner pinch point which has proven itself to be an impractical and dangerous solution when the lines were repainted earlier this year. 2. The route removes the risk of home owners having to reverse blindly across the proposed Bennett Street corner cycleway which will ultimately result in a fatality as has been called out to council on numerous occasions. 3. There is ample space on the nature strips along (West) Bennett Street and Stirgess Avenue (parallel to the Bowling Club) to widen the road to accommodate a cycle path and/or run the bike path down the nature strips in these short sections. 4. Running the cycle path down the west side of Stirgess Avenue will lessen the impact on home owners whilst not restricting any of the parking at the bowling club. 5. The ultimate intent is to connect (West) Bennett Street and Stirgess Avenue to the cycleway network hence the community are asking you to prioritise this route as the safest and least impactful solution now? 6. The route will add approximately 2-300m which serves the purpose of getting families out on the their bikes for longer. 7. A total of 10 homes would be impacted by the (West) Bennett Street and Stirgess Avenue route (Green) versus 47 homes (Red) under the Park Street route, as per the attached.
YS209	I love the idea of a continuous cycle path. The easier and safer we can make it for people to ride their bikes, the less cars there will be on the road. Hope this gets over the line.
YS210	I'm not sure regarding bins .. very tricky .. but I think generally the whole idea is fantastic. I welcome it. I'm very happy to endorse a 'greener' more bike-friendly and less car friendly environment. Difficult to get used to for residents but it will enhance the area in a way that makes a village seem more ... village like! I'm not sure what you do about bins. That's very tricky as with so many apartments, it will mean a lot of bins everywhere and that will not be at all attractive. And no one wants to have to walk too far to their bin. I'll leave that in the hands of the experts! Thank you for your initiave in the area of car-free urban living.
YS211	I strongly oppose the current Council 'Future Bike Connections' map which, as drafted, would create bike lanes in quiet residential streets such as Ocean View Rd Freshwater. It is inappropriate for a residential street such as Ocean View Rd to be singled out as a bike path, reducing the width of this street, removing much needed parking and making exit from residential driveways significantly more dangerous. I live in [redacted] with my wife and 21yo son. We all strongly oppose the current Council 'Future Bike Connections' map which, as drafted, would remove parking, reduce road width and create bike lanes in quiet residential streets such as Ocean View Rd Freshwater.

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Reference	Verbatim comment
	It is inappropriate for a resident street like Ocean View Rd to be singled out as a bike path, reducing the width of this street and removing much needed parking to install a permanent bike lane. I request Council publicly oppose the extension of the bike paths. I also note the extension of the bike path into Ocean View Rd is listed as 'Future Bike Connections'. Please advise the status of this including time frames and any further community consultation ? Please feel free to call me to discuss this important issue.
YS212	Not sure if this is already included but would be good to add painted bike crossings at each side street crossing point. Thank you for proceeding with this great piece of infrastructure to enable more active travel for kids.
YS213	The cycle land should go behind the bus stop shelter at Harboard Public school to prevent cyclist/pedestrian conflicts Roundabouts and cycle paths should follow Dutch design best practices Please see example of good cycle infrastructure from Dutch websites such as: https://www.aviewfromthecyclepath.com/ See this for good roundabout design, for a very densely populated country with little spare space: https://www.aviewfromthecyclepath.com/2014/05/the-best-roundabout-design-for-cyclists.html The bus stop design at Harboard Pubic School will cause pedestrian/cyclist conflict as commuter walk across the cycles path from the bus shelter to the bus stop sign to board the bus. The cycle path should go behind the bus shelter to avoid conflict. This is standard practice in the Netherlands and also in Warriewood. It also follows the NSW bicycle infrastructure guidlines: https://bicycleinfrastructuremanuals.com/manuals3/NSW%20bicycle%20guidelines.pdf" Bike lanes need to continue through intersections, as these are the most hazardous parts of the road. The bike lane in the photos for the Oliver Street & Wyadra Avenue Intersection show that the lane stops at the intersection. This is a dangerous design as it gives the car drivers the idea that they have the right of way. If the cyclist was riding on the road then it would be obvious to the car driver not to cut across the cyclist, but the design of the bike lane (ending at the intersection) encourages the driver to cut the cyclist off. So the green lane should continue through the intersection. Bike lanes need to continue through intersections, as these are the most hazardous parts of the road.

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Reference	Verbatim comment
	I welcome the introduction of separated bike lanes. Keeping cyclists, motor traffic and pedestrians separate has been proven to work in the Netherlands, where I used to live and bicycles are used for a very significant percentage of work and school commutes.
YS214	At the intersection with Wyadra and Oliver St, there would need to be an extra arrow light for the right turning cars as they would not be looking over their shoulder for cyclists travelling north. see below for more This is greatly improved. To continue on my comment above, the pedestrian/cyclist crossing lights at Wyadra would also need to mirror the the car signals and default to green because it is not feasible for the cyclist to press the beg button and a detection grid does not work for all types of bike (ie., carbon bikes do not trigger). The cars heading north turning right off Oliver st into Wyadra should have either a flashing orange arrow as default or there is a cycle where it is red for motorists while the pedestrians and cyclist cross, and the default for them is green (and should have a bike sign as well as a person). It is also not clear what the treatment at Soldiers Ave is (green strip for cyclists?) as there is no picture. The pdf and the pictures also do not match - e.g., the Brighton st crossings just have pedestrian symbols on the pdf but the picture shows a green strip for cyclists.
YS215	Improve the safe islands for bus stop No comments I absolutely agree to have the bike lanes. Please get them done asap.
YS216	The bus stops need to be so that the bus can pull over ON THE SIDE OF THE ROAD - so the bus can pull over and the passengers can safely access the bus- the bus stop in Bennet street just passed the corner , is extremely dangerous The bus will now stop in the middle of the road around a blind corner down from a hill. Cars come round that corner (and the camber is still not right) and could find a bus stopped in the middle of the road and child attempting to cross the road in front Children have less acess from getting off a bus - many don't think and try to cross the road in front of the bus - they will be unfortunately hit be a car Bin night and the emptying of the bins will become dangerous The roads will become clogged and traffic will build up as there is no space for a garbage truck to pull over which will have to compete with a bus , which also stops in the middle of the road - no space to pull over. Why try to create a dangerous cycle way for children on a busy road which is the main access for cars and buses to travel between Freshwater and Curl Curl and Dee Why. There is simply too much traffic on the roads to make cycling safe. This plan opens up to litigation- riding against the traffic on the wrong side of the road , criss crossing the route,(hoping that cyclists and pedestrians are seen by drivers in the crossings)

GOLD VERSION

Reference	Verbatim comment
	- the buses stop in the middle of the road - holding up the traffic and despite telling children to never walk in front of a bus to cross the road - THEY STILL DO ! and this plan gives no room for error or anticipation of this behaviour. And it happens all the time - watch the behaviour of the Freshie High kids. The Bennett street bus stops are dangerous and should not be there at all. Located Before and after a blind corner on the Bennett Street corner displays a lack of foresight of human behaviour , no contingency planning - a classic example of poor critical thinking and where the outcome will be yet again " where the solution becomes the problem (think cane toads) I strongly suggest that you put this all in hold , you wait for when school goes back next year and you station people - the town planners etc who designed this plan , for a long duration- on the corner of Brighton and Bennett and between Bennet and Park street and Oliver street in the HPS side - Oliver street to Bennett St and just stand and watch and record and film the traffic flow - particularly at school drop off and pick up , the behaviour of drivers / parents in particular during school drop off and pick up , the behaviour of children getting off the bus , the behaviour of drivers who are not involved in the school traffic but are in a hurry to get past it all, drivers coming out of intersections- Park and Bennett, Oliver and Brighton in particular. And it's even worse on bin collection day ! A total nightmare of a plan and one that needs to go back to the drawing board.
YS217	Great to see a proper seperated dedicated bicycle lane
YS218	Exiting by cars from Surfers Pde are inhibited for safe exiting onto Oliver street due to the parked cars against the concrete mounds. We must exit partly into oncoming traffic when turning right into Oliver St. Due to the speed at which cars exit The parking needs to be removed at the exit of Surfers Pde so that safe vehicle turning can be done. This is a public safety issue and concern are for those residents who are aged or have a disability. Look for an alternative to the current plan, this is not the right solution for the area Eliminate bikes on the road and make pedestrian/bike paths use current land to widen the pedestrian area to allow for dual carriage there Encourage new housing to incorporate more greenery rather than making our roads more congested than it is Don't remove exisiting parking, bin collection points are an absurd idea for the community to have to abide by to have their weekly collection, we pity the elderly and disabled that need to get their bins to a collection point. Disgusted to hear our current Mayor state at the recent meeting that we live in an ""affluent"" area so we will all be on E bikes soon anyway! So this won't be a concern.

GOLD VERSION

Reference	Verbatim comment
	The mayor also highlighted that its the residents responsibility to provide off site parking for all vehicles, that is ludicrous considering no one can afford to move out of parental homes and most properties only garage one car and due to the fact so many people work from home cars are parked in the area on more days of the week. How narrow minded and ill advised the three councillors were in meeting the concerns and objections from the previous meeting and with funds now being identified as lasting and not needing to be spent soon we plead with council to assess and look at alternatives to the Federal Governments funding for Safer access to schools as the council are also not considering the impact of access to Freshwater High school along Bennett St. It's been highlighted numerous times that cyclists don't use Oliver St so this is only aimed at school age children.
YS219	We have just bought on [redacted] and have been concerned about how our kids will walk around the local area safely as they get older and the need to cross the road to get to school. We are greatly encouraged by this new design with pedestrian access with crossings. We own a family e-bike and this will enable us to ride safely into freshwater village and manly and to walk to local parks. We also are excited by improvements to the street scape with more trees and plants, please plant more trees on the nature strips!!! It's such a beautiful area but lacking trees
YS220	I live on this route ([redacted]). I am 1000% supportive of the design and so excited that my family can ride more safely into the village. We ride all the time but find Oliver St the hard and dangerous part of getting into Manly. It will be amazing to connect the current cycle way from the village down to Curl Curl (and I hope beyond!). Every person I speak to in the area feels the same as me and have been confused as to why the project hasn't finished. You probably hear from the noisy minority complaining about parking etc...but I can assure you 90+% of locals can't wait for this to go in! Please don't let the moaners spoil what would be a huge asset for the community and our kids safety
YS221	Wider lanes Pedestrians not having to cross cycleway Shared pathways instead of cycleway I do not think it fair residents have to manage bin collection points. Has there been a survey on how many bike riders use this route per day? I am a bike rider but do not agree with this proposal. There are dangers for pedestrians crossing bike paths near bus stops eg Harbord public school Lanes for driving and parking are far too narrow. Traffic congestion when buses or garbage collectors are stopped- no option to overtake. Bike riders have to be more vigilant to avoid pedestrians and also navigate bollards

GOLD VERSION

Reference	Verbatim comment
	A better way to spend money is widen pathways to become shared paths Parking is a premium in this area. Any reduction is detrimental.
YS222	Bike lanes are no existent or small They are ugly so they could be better looking
YS223	This is a much needed improvement.
YS224	This looks terrific and significantly better than the previous version. Ideally the cycle path would be continuous on one side of the road (rather than crossing traffic at or near Brighton St) but if this is a necessary compromise, that's ok although it might result in some more confident riders continuing to use the road and share it with cars if it proves too inefficient to cross the road to continue the journey. I'd encourage this to be completed asap since the current « paused » status makes it feel extremely dangerous to ride up Oliver St toward Freshwater - cars are parked all over the place and there's no clear idea of where a cyclist is supposed to go.
YS225	This will be a fantastic addition to the local community, increasing active transport and accessibility to all members of the beaches.
YS226	to leave it alone Hi! I just looked up the site for changes randomly today. THe revised -revised-revised plans changed again and I am pretty sure that the wrong map was updated or uploaded. This is ridiculous! Making us anxious with all these constant changes. I was assured 2 weeks ago at the Friday street meeting with the Road Safety Council representatives that the South end of Bennet Street between (Oliver and Park street) keeps it's current parking, meaning no parking will be lost. It is also detailed in your present parking table above as of today (Nov 2nd), that there is no change in parking on the South side of Bennett street (Between Oliver and Park street). Yet, there is no purple line in front of my house ([redacted]). How is it possible that the map doesn't match the description? Could you please explain the mistake and contact me as soon as possible. Rgds, [redacted] Hi! I just looked up the site for changes randomly today. THe revised -revised-revised plans changed again and I am pretty sure that the wrong map was updated or uploaded. This is ridiculous! Making us anxious with all these constant changes. I was assured 2 weeks ago at the Friday street meeting with the Road Safety Council representatives that the South end of Bennet Street between (Oliver and Park street) keeps it's current parking, meaning no parking will be lost. It is also detailed in your present parking table above as of today (Nov 2nd), that there is no change in parking on the South side of Bennett street (Between Oliver and Park street). Yet, there is no purple line in front of my house [redacted] How is it possible that the map doesnt match the description? Could you please explain the mistake and contact me as soon as possible. Rgds, [redacted] Note: the uploaded document for this submission is a screen shot of the your say page.

GOLD VERSION

Reference	Verbatim comment
	Since the Council wants to complete the project of connecting cycle ways on the NB and it is also our interest to do so, perhaps we could campaign for a previously offered shared walk/cycle way, the same we have in Manly (with the condition of not cutting trees out). Two way cycle way is not a good solution for the community and neither for the riders. Fast riders or ebikes riding opposite direction wont be safe. It would only serve under 10 years olds and they are going to ride with their parents on the walkway anyway. As an example of a two -way cycle way, we only have a short strip at Dee Why Beachfront and it a very bad design. It ruins the ambience of the beach, restricting the two -way traffic flow, limiting parking, having random flowerpots in the middle of the road for hazard and has an unsettling bright green color. Our roads are suburban roads. We have family houses all along the Oliver/Bennett planned route. Most houses actually are double blocks, where parking is very much needed. During the trial period when the new lanes were painted, it was really dangerous to drive. Swirling around Oliver street, then going through the narrow lanes at the band was very restrictive. I couldn't reverse my car out of my driveway without reversing the back of it into the traffic of the opposite lane, since my lane was too narrow to turn out. I was so relieved when the old lanes were repainted. I can just imagine how miserable those residents who still have the sleepers in front of their blocks. Looking forward to the meeting tomorrow. rgds, [redacted] I have moved to [redacted] in Jan, 2020. When I bought this house I had plenty of parking in front of my house on both sides of my driveway. Parking facility was one of a very important criteria of our purchase. I would have never bought a property behind a bus stop or without being able to park in front of my own house. Since then 2 car park spots were removed on one side of our driveway ([redacted]) in 2022 due to bus stop. This made huge pressure on my neighborhood as parking became a competitive sport and ruined my relationship with my neighbors. According to your revised plan this week, a further 2 car spots were removed right in front of my house [redacted] on the other side of my driveway. Now I am going to live behind an extended bus stop? I can't park in front of my house anymore, my kids can not be picked up and dropped off at my house, tradesman and delivery can not stop near my house. This is not what I signed up for when I bought my house. The value of my house would drop significantly. Who wants to buy a house without street parking? Who is going to compensate me for the loss of value? It is also going to put a further pressure of parking arguments across 5 properties now, which was 2 properties' issue just only less then 2 years ago. Please consider that this plan makes all the people along Oliver and Bennett St unhappy and please consider just resurfacing the road, improve crossings and maybe paint the already existing cycleway green for safety.

GOLD VERSION

Reference	Verbatim comment
	wider then 3m lanes
	lower and narrower concrete barriers, further away from properties
	lower, rounded height concrete sleepers further away driveways
	I like the idea of improved quality, which is long due and the look of the newly surfaced road in the area. I also like the idea of safe bike riding, but as your survey suggests there are 10.000 cars/day going through the area and the bike traffic is not significant compared to this number. Therefore road safety, easy access to driveways, wider road then 3m lanes are more essentials.
	At the moment we have 3 m wide lane with 1.3m wide single bike lane as a buffer. The present 2.1m parking means that the car mirror is overhanging into the traffic, when a 4wheel drive is parking. Pickups, trucks or minibuses would definitely protrude into traffic lanes. The kerb is so high, that I can only open my car door, if I park further away from it .
	AT the street meeting I was told that the traffic lanes will be 3.1m and in the Oliver/Bennett band will be 3.6m wide? Can you confirm this information please? I was also told at the meeting that there will be no change to parking in front of my house, [redacted], which is a relief as there was 2 parking removed without notice last year in front of [redacted] already. Would you please confirm this information too.
	Could I please suggest that the council would do incentives for properties to clean out their garages. Like dedicated garage sale events in same areas or/and once in every 2 years a double load free cleanup. The reason I suggest this is because half the garages in the area are full of junk, even double garages, I see it on my daily walk, therefore 2 cars needs to park outside as there is no place left in the garage.
	not to get rid of more parking
	not to have concrete sleepers near driveways
	I have moved to [redacted] in Jan, 2020. When I bought this house I had plenty of parking in front of my house on both sides of my driveway. Since then 2 car park spots were removed in front [redacted] in 2022, because of the bus top. This made huge pressure on my neighborhood as parking became a competitive sport and ruined my relationship with my neighbors.

GOLD VERSION

Reference	Verbatim comment
	Then the revised- revised plan as of this week removed further 2 car spots right in front of my house. So I have Meaning that I have no chance parking close to my house, or in front of my house and now the fighting and racing for carpark between 5 properties will result in further conflict with the more extended neighborhood. I had parking on both sides of my driveway when I bought my house in 2020. Parking facility was one of criteria of our purchase. Then we lost 2 car parks on one side of our driveway ([redacted]) and now your double revised plan suggests to loose 2 more parking on the other side of our driveway ([redacted]). I can't have visitors pulling in , friends picking up my kids, workman and delivery cars can't park in front of my house. This is not what I bought in 2020. This way the value of my house drops significantly. Who is going to compensate me for my loss of value? less sleepers and concrete pavers for less hazard on narrow road , no need of flower beds on the road or near bus-stop The revised plan looks nice and our area really needs an upgrade. 1. I can't really see if the road is straight or swirling like it was during the trial. It would be great to keep a straight design as much as possible for safety. Could you please provide with the measurement of the width of the new lanes. 2. I also can't find on the map where parking was reduced. 3. Could I please suggest to use the concrete sleepers only where safety requires, like near intersections and crossings. Perhaps it is not necessary to lay them down where the road travels in a straight line. This would make parking and getting in and out of driveways easier. Thank you for revising your plan and looking forward to a nicer and safer environment. [redacted]
YS227	More pedestrian crossings on Harbord Road
YS228	Oliver and Brighton street will be a nightmare for cars getting in and out of streets , don't need two crossings
YS229	Separation of bike line This is a great improvement over the current road, which is a missing piece in the overall cycle friendliness in the area -- especially for children. Two things stand out to me that could be further : 1. Avoid relying on markers to separate the cycle lane from the road. This is frequently ignored by drivers, delivery drivers, etc. This makes this more dangerous than if there was a physical separarion. 2. Avoid having a cycle lane between bus stops and the road, in particular at bus stops that can be busy,
YS230	No bike lanes

GOLD VERSION

Reference	Verbatim comment
	No bike lanes I do not believe the existing road space is wide enough to include bike lanes. There is too much traffic on those streets bikes could easily veer into traffic and vice versa (particularly at night with less light). Bike lanes might be nice in theory but not practical here. Sure include in planning new suburbs but to squeeze into existing suburban streets is dangerous. Further concern is decreasing parking for local amenities which is already a problem on weekends. I do not believe the streets are wide enough to allow for bike lanes. The roads are main thoroughfares for cars!! Bike lanes if implemented would be too narrow to be safe. I would not allow my child to ride on them. I also believe car parking spots are important given the amount of public sporting facilities nearby which are visited frequently by people from all over the Northern Beaches. I do think boats, campervans etc should be banned.
YS231	Slower speeds It's great that there are new crossings. Oliver st is busy but it is used by many children so this will make it safer. Please include a crossing at oliver st near soldiers going east to west on oliver. Will make it safer. Given the increase in bike traffic especially children, please make limit the speed on Oliver Street to 40
YS232	Concerned about the loss of parking and the impact this will have on adjacent roads where parking is already inadequate. Perhaps the council could look into all the streets that interconnect and identify opportunities to increase parking? A pedestrian crossing at the Wyuna Oliver interchange would be helpful - as many people cross here to get buses on both sides of the Wyuna Ave.
YS233	Are Council aware that the proposed works will make parking illegal for the many SUV and 4x4 drivers ? Using the completed works near the Lawrence and Oliver Streets intersection as an example, my 4x4 even when parked close and parallel is closer than 3 metres to the double yellow centrelines rendering me exposed to a $305.00 fine. This means that I will not be able to park on either side of the street on Oliver or Bennett Street.
YS234	Hi, I am very disappointed and concerned that our rates have paid for time spent on this re-design. This main thoroughfare road is not and never will be wide enough to safely implement anything of this nature to try and combine a two-way bike path and a high volume two way motor vehical + large buses traffic into an existing road that you can't physically widen.

GOLD VERSION

Reference	Verbatim comment
	The recent works you did were quite posisbly mis calculated and therefore extremely dangerous. I'm not an engineer but I measure things for work and 1 parked car one side + one car on the other + two lanes of traffic + room to open car doors= X the road is x therefore adding a double bike lane of 1 meter to x= is not wide enough. I'm not sure how this wasn't crossed checked in a computer program and now it looks like you trying to do something really similar without widening the road. Perhaps take the bikes off the main road and on the back streest with a designated bike path behind harbord school. It's much safer, less car traffic, less buses, slower cars and much more. Yes the crossings, speed limits and lighting are great to see for pedestrians. But the two way bike path will not safely fit the two-way traffic. And that's what you are stuck with as it's an existing road.
YS235	Pedestrians needs a better path and more priority on crossing, speed limits should be limited to 40km/h at all time, at bennett street you can clearly see speeds over 60 all the time Bus stops, landscaping, poles for eletric charging. Yes, most people park cars in the street, visitors, friends, family, and we are close to a park. The proposed changes must prioritise parking in the street. I am all forward for pedestrians, as soon as we dont loose parking spots. I am against of the bike lane, if this becomes like manly bike path lane, where people ride like maniacs and run over people. I personally have never been hit by a car, but have been hit by bicycle. As I mentioned before, the priority, is pedestrians, not bicycles. Bicycles are a vehicle of transportation, and so, they can share the road, but car speeds should be limited to lower speeds.
YS236	See below. As previously advised to council parking within Park Street and Stewart Ave becomes very congested on sports days. The corner from Park running into Stewart becomes a hazardous pinch point when cars are parked all around the curve. This could be minimised by installation of no parking signs on both sides of the street in this area. It would also result in the removal of unused boat and box trailers that clutter up the area and are a permanent eyesore.
YS237	As with all bike paths, please avoid obstacles such as poles. Also keep them maintained - if you're going to create them & encourage their use, Council needs to ensure they remain safe. Together with these bike paths, again, if Council is trying to encourage the use of bikes then Council needs

GOLD VERSION

Reference	Verbatim comment
	to provide secure bike parking at major destinations e.g. beaches, swimming pools etc. This means adequate space between bikes, cover, reasonable proximity. Consider lots of small spaces spread out rather than one large cramped spot; also don't underestimate how many bikes will park once Council provides parking. Manly swim centre bike parking is woefully designed, an after thought - cramped, not enough spaces, congestion with pedestrians at busy times.
YS238	Where the refuge on Oliver (at Wyndora) is being removed, it would be beneficial to have a raised crossing here. Vehicles enter this roundabout far too quickly, and crossing on the northern side of the roundabout at present, or on Wyndora, is hazardous No comments - it's a very small ask Infrastructure like this is critical to community. Community needs personal connections, and no connections are made as residents travel in steel boxes on their own. Only through chance meeting with neighbours, strangers etc. walking and cycling can we help build the community to be a better place to live. I would be supportive of handing more public space over to the top hierarchy of road users (pedestrians and cyclists) over parked vehicles in most of our streets
YS239	This is a rally great idea that will help alot of people gain the confidence to ride instead of driving to work/school/play. With the rise of electric bikes this will be a highly utilised pathway and provide a huge physical safety barrier between vehicles and pedestrians/bikes. This is a rally great idea that will help alot of people gain the confidence to ride instead of driving to work/school/play. With the rise of electric bikes this will be a highly utilised pathway and provide a huge physical safety barrier between vehicles and pedestrians/bikes.
YS240	The traffic lanes should be returned to the width prior to the commencement of work to 3.0m+. This would allow safe departure from our driveways. The old bike lanes should be returned this would also remove e-bikes of the foot path and on to the road. Council should take notice of the objections to this project. Oliver Street is a very busy especially in peak hour and schools starting and finishing. Does it really need this project to be thrust onto residents. Maybe this idea could be scaled back to accommodate meet rate payer's requests. I can't understand why the bike lane needs to go along to Park Street when it could be turned left into Bennett St then right into Sturgess Ave then into the bike way near Weldon Reserve
YS241	Elevate the cycle path and insert road signs for motorists to give way at roads intersecting cycle path without a designated zebracrossing Elevate the cycle path above the level of the road - creating a physical barrier and mental comfort of insulation between transport modals

GOLD VERSION

Reference	Verbatim comment
	Alert motorists to be aware and give way to cyclists at intersections; otherwise you'll have accidents. Also, how are cyclists meant to cross into an intersecting street, from the cycle path?
YS242	This works as long as the bin men put the bins back neatly and in the correct place. This is all really good. The current suburbs are not easy to walk around in at all - especially with my school age and pram age children. Additional pedestrian and zebra style crossings would be really welcomed. Also segregating the cyclists from The traffic would support our family cycling to day care etc as it doesn't feel safe at the moment. Dedicated cycle paths would be great
YS243	Widening the bike path and slowing the speed of the street to 30km an hour. I am in very strong support for this project, it would be an incredible improvement to the community.
YS244	Looks great
YS245	None
YS246	The plans look great. I'm very supportive of providing safer passageway for cyclists and pedestrians across the northern beaches.
YS247	-
YS248	As it stands, there is not sufficient car parking space. This will reduce the number of spaces again. I would also like to state that have a cycle lane on a footpath in front of a school bus stop is rediculous. This is incredibly dangerous for everyone I don't support this plan as it stands. If the cycle lane were to be narrowed and follow the road the whole way from Dee Why to Manly, then I would support it. But it would have to remain on the road and the footpath could just be upgraded. I drive Fire trucks through Freshwater regularly and its hard enough to get around as it is. The mess of a project that started earlier this year almost caused two head-on car accidents in the space of a day. Others would have the same feedback. Think of emergency service vehicles, garbage trucks, and trailers. This design is not suitable for wider vehicles.
YS249	This is a fantastic proposal that will enhance lifestyle, health and safety in our beautiful area.
YS250	-
YS251	Ensure bike lanes are physically separated from traffic along the entire route

GOLD VERSION

Reference	Verbatim comment
	This looks like a good plan and I commend the council officers for their hard work.
YS252	Cycling north along oliver street is slightly down hill and commuting home from work along that street the speed on a bike is not much less than that of the cars. The current design mixes pedestrians and bikes in an unsafe way. In relation to the proposed bike path upgrade along oliver street. The proposal does not adequately consider us who commute to the city on a bike. Going home in the evening along oliver street is going north. That is a slight downhill and currently that is done on the left side of the road and at similar speed as the cars. Oliver street, going north, becomes Bennet street then at the roundabout where it crosses stewart street and becomes Adams street is where it is lethal for a bike as the painted lines to mark the bike lane ends and us bike riders are pushed out in to the traffic to go through the round about. Cars will not be aware of this and rightfully assume the bike they are about to overtake will stay to the left - but we cannot. That is the problem. The new design mixes pedestrians and bikes and when going north at speed pedestrians will be at risk from being hit by bikes going down oliver street at speed. The real solution along this road is to consider bikes as motor bikes and have a safe path on the left side of the road separated from both pedestrians and cars. Hence, current design is just shifting the problem of cyclists being hit by cars to pedestrians being hit by bikes and should be reconsidered. There was not an option to convey this in the survey hence this email.
YS253	I support as many bike lanes as possible.
YS254	Looks great. More needed.
YS255	Fully support the proposal.
YS256	Bus stop should go behind the bus stop like examples in London. I like the Cycleway proposal pedestrian crossings, reduced speed environment, and landscaping. Good project
YS257	Remove all dangerous and confusing work which has been done. Remove it all. Remove it all Remove it all I thoroughly support bike lanes if they can be safely added to streets, but what has already been built is very dangerous, thoroughly confusing, and reduces parking to an extent that is completely unacceptable. Unfortunately, I cannot see any way to remedy this but to remove the whole lot, at further great expense.
YS258	The following is extracted from Page 16 of the documents on the your say website

Reference	Verbatim comment
	"Streets belong to every person who walks, rides, plays and drives. Ultimately, the project aims to upgrade streets so that everyone can enjoy getting where they need to go safely with pedestrians, bike riders, and motor vehicles all having dedicated separate space. This project will help encourage walking and bike riding as the preferred mode of transport for short local trips which can help reduce environmental impacts, traffic and parking congestion. Getting active every day can have significant health and mental wellbeing impacts, by incorporating incidental exercise into our daily lives we will all benefit. By providing good footpaths and bike paths, plenty of crossings and calm streets safety will be improved for our most vulnerable road users, pedestrians, and bike riders, including encouraging kids to walk and ride to school." As far as I can tell there is no plan to instal a concrete footpath in Bennett Street. This has been requested by local residents for many years. Access to sporting fields, Freshwater senior campus, the bowling club would all be enhanced. The existing footpaths become a bog after heavy rain and force pedestrians to walk on the road. The proposed cycleway on the northern side of Bennett Street will be used by pedestrians and the desired separation will not be achieved. It is beyond belief that a concrete footpath in Bennett Street has not been included. In my opinion there is confusion. The aim is to increase pedestrian and bike travel. There is no mention of storage of bikes at Freshwater senior campus and Harbord public schools. There is a plan to provide more parking at Harbord school for student drop off. You are encouraging parent drop off not alternatives. Freshwater senior campus students drive to school and park in nearby streets. What is your plan to change this. Quite frankly I would prefer if Council did nothing and saved the money to improve footpaths in the area. To spend money received from a grant and limit the funding to relevant works sends a message to ratepayers that council is well off and that pie in the sky projects can be funded. At a time of financial hardship for a lot of ratepayers, that message may not be well received.
YS259	See text below The recent changes to Oliver/Bennet Adam Street are CATASTROHIC. It is completely unclear where people should be parking, where bikes should ride and the number of blocked out white lines on the road is completely unacceptable making driving unsafe. Unless these changes make a vast improvement I am completely against all changes and would prefer that the road structure be reverted to pre 2023. - The road is potentially dangerous because it will be unclear where parking should occur - bikes will still ride on the road unless they are completely free of obstacles. It is not clear this will occur with the proposed design. Bikes will not ride onto the footpath at the pre-determined places - they NEVER do. - Parking for residents will be confusing and will block road. Residents will be disadvantaged. - Old white lines are likely to be visible on the roads which is particularly dangerous at night and when it rains - This will all impede traffic flow.

GOLD VERSION

Reference	Verbatim comment
	- The level of bike traffic is low, the proposal is not cost effective and will not solve the problem. The problem being that roads were not deigned for bikes and are now too narrow to provide for both cars and bikes. The footpaths are too narrow to allow bikes and footpaths. The solution to all of this is to widen the footpath and put the bike lanes in on the footpath with the pedestrians.
YS260	The street is not wide enough for this proposal. Keep the street as is with bike paths either side. As bike riders eventually end up on roads without dedicated lanes, users do not know the road rules. Redirect funding to road and bike safety education. Residents' vehicular access from properties to the street is impaired with this proposal. Problems include: low lying bollards are hazards, bike riders exposed to drivers exiting driveways, drivers have to go across two lanes to exit due to bollards. We don't need this if the road stays the same. If forced implementation occurs, who will take the property owners bins to and from the bin collection area, how will this be managed on a forever basis and at what ongoing cost to ratepayers as funding is not ongoing? Redirect the funding to bike rider (and parent) safety education campaigns which includes liaison with Police. As a result, riders gain: improved knowledge of the road rules, the real danger of speed and accidents with licensed vehicles, the legal requirements of electric bikes, the legal requirement for rider helmets, understanding of the fines which can be imposed for non compliance and more confident safe engagement with pedestrians and vehicles.
YS261	I think it will significantly improve the amenities for the area, and encourage further use of public transport & cycle ways.
YS262	Draw parallels with residents in apartments, who operate very successfully under a similar system. This is a fantastic proposal and the Council deserves full support for providing safe & accessible infrastructure for different modes of active transport. The community deserves these options and public streets need to be treated as the shared spaces they are. If it follows the pattern of literally every other similar project in almost every country, the cycling and walking patronage will emerge once the infrastructure is complete. On a personal note: I commute by bicycle regularly from Collaroy Plateau to the manly Wharf (and then by ferry to the CBD). The one section of my commute that is always the most stressful and dangerous is between N Curl Curl (intersection of Pitt & Griffith) and Freshwater village. Regardless of the direction, I count myself very lucky not to be hit by a vehicle at some point during this section. I have a close call, or deliberate close pass, on almost every journey and have often considered going back to driving my car, for no other reason than I don't want an injury (or worse). This proposal would make my commute much safer (and keep one more car out of rush hour). Thank you.
YS263	Oliver Bennett major secondary Rd I expect it easy and as wide as possible

GOLD VERSION

Reference	Verbatim comment
	Maybe better pedestrian crossing We can plent garden beds in existing locations keep the road as wide as possible in both directions Do not put a bike path on the road - simple As a long term resident of [redacted] and a commuter bike rider along this stretch every day (except when very wet). Before and after your attempted bike lane. Why do we need the bike lane on the road? Who will be using bike lane? What numbers use this bike lane at moment? I hope to enlighten some with my opinion that may or may not good Our bike users and this is general in what I see out my window Commuter - not going to use a bike lane unless it is safe and it is quicker. crossing over to other side of road is not quicker and more dangerous, riding inside parked cars no vision dangerous will not be used Training, Long distance, Lycra clad- As above if using Bennet& Oliver St but most likely would use the coast road - more scenic Little Kids - not going to use it, as above and as a parent there is no way i would have had my children riding on a rode separated by concrete island. doors from parked cars - good parenting Youth - As parents we would like to think they would use, need to make as simple and as straight line as possible go to places they want to go to school, work, beach, sport Mature aged considerate and not in mad rush would probable use one So Ok we need a bike path so why do we need it on a road? Pedestrians dont like bikes on foot paths, paths arnt wide for passing So my suggestion would be and for following reasons would be to make the existing western and northern footpath of Oliver and Bennett St a Bike Path continues on the same side with no cross overs, yes we still need the crossings and some alignment of the road. The crossing at St John would need to be rectified and bike lane removed on Eastern side this should give more room outside school at drop of pick up times. The lights at Harbord PS would be will be the crossing point for any riders going to that school. Having the Path on the western side will have options of existing bike paths at the curl Curl Lagoon end. Knowing most of our users are probably going to be high school students with a connection in Brighton St or Bennett St via Harbord Bowling club AFL fields would connect Freshwater High, Manly High, St Luke's, St Augustine's, Brookvale PS. If you go south and Down the hill you can connect with existing paths to Mackellar Girls Balgowlah Boys This is the age group that rides most in our community that may use the bike path. Pedestrians can use the Eastern and southern side of Oliver and Bennett St which seems to be the more popular side when walking The crossing at Bennett and Park is a death waiting to happen. Needs to be upgraded to standard (Their has been so many near misses.

GOLD VERSION

Reference	Verbatim comment
	A bike path on either side of Park st and a suitable crossing as required would be ample. Top of Park St at Brighton St could have a crossing so could join with existing path to the back of Harbord PS. As a car driver having a wide road with a bit of wiggle room is a lot less taxing when driving. If road is wide as possible with a bike area its great. With the amount of Buses that use this strip giving them as much room as possible is considerate and safer for every one. So if we do go ahead-bike path to replace existing foot path on western and northern side of Oliver and Bennett St Put road back to how it was with Bike identified area Thank you for your time
YS264	Totally PRO cycleways in northern beaches - this is excellent and needed in the area. THANK YOU NB COUnCII!!! More of this please!!!!!
YS265	Widen the road for this plan. Lines have been marked in the past to have a bike lane and parking on Bennett between oliver and Park. It showed that the road is not wide enough if the same width is kept for the bike path. Please fix the covered over lines where Oliver and Bennett meet ASAP. There are 3 sets of lines in the middle of the road. When conditions are tough (raining and glair) it's almost impossible to distinguish which is the correct lane. I have witnessed a few near missed here.
YS266	Bennett St Bus stop: Students for Freshwater Campus cross right at the bus stop which is on the corner of Bennett & Oliver, so they then walk directly up Bennett to their school. It is SOOOO dangerous, no crossing & cars have blind spots. Needs educating! Park Street is UNSUITABLE to plan to increase bike traffic! It UNSAFE to encourage MORE bikes into this highly pedestrian precinct which is congested fir bikers with its multi use fixed equipment in this entry area. Bikes travel at speed down Park Street Hill. Entering the pedestrian path there is nowhere to go to get across to Abbott Road. The path feeds nowhere. It leads to a fixed playground and family saturated netball courts. Toddlers flock here to learn to use scooters & bikes. Large groups are stopped on the wooden bridge viewing platform. The thin path is heavily lined with dense pine trees and becomes dark at night. This intersection is thick with dog walkers and runners. SOLUTION: 200m West at Stirgess Avenue Council has already installed a bike path purpose built to cross the lagoon safely over a cement bridge. An open area there is NO congestion of netball courts, trees, people, picnic tables or fixed equipment. The bridge is cement. Stirgess Avenue entry is LESS residential. It runs past Harbord Bowling Club, a Scout Hall & Weldon Oval clubhouse.

GOLD VERSION

Reference	Verbatim comment
	Stirgess Avenue entry has NO congestion and is safer for the dominating bike transport usage for a thoroughfare over to Abbott Road, bus stop, schools and shops. Unsuitable for MORE bike traffic, MANY people WALK into the Park Street entry. Families enter with strollers. Disabled and elderly enter to reach the wooden bridge viewing platform. STIRGESS AVENUE entry is SAFER for all. Clearly Council can see they must DIVERT bike traffic by simply increasing SIGNAGE & information to inform the increasing bike population. Bikers are looking for signage and road markings to lead them to the SAFEST passage. Simply turn LEFT at end of Oliver Street into Bennett Street, then Stirgess Avenue. SAVE Park Street from becoming a DANGER zone. DO NOT funnel MORE bikes into this area when a BETTER bike path already exists! STIRGESS AVENUE needs signals and road markings. Divert bike travel LEFT into Bennett Street then RIght into Stirgess Avenue, to utilise the cement bridge across the lagoon. Incresasing bike traffic into Park Street is highly unsafe and inappropriate. Signage NEEDS to be installed to make public aware 1. All efforts should be made by Council to recognise the essential safer action to divert Curl Curl through bike traffic away from Park Street by turning LEFT at the end of Oliver Street into Bennett Street, then immediately Right into Stirgess Avenue to utilise the safer and less congested area of the concrete bridge over the lagoon. Park Street is extremely inappropriate as it is a highly pedestrian area and has huge numbers of activities, fixed equipment and obstacles for bikers at that entry area. It is primarily a PEDESTRIAN entry point & bikers should be helped to realise the better diversion for 2023 needs, and utilise Council's already installed Stirgess Avenue pathway to cross Curl Curl. Increased number of bike travellers are already causing Park Street pathway to be dangerous and unsafe for its many users. Especially as night falls, many walkers, and many bikers are colliding. Prk Street is not appropriate for high bike travel. Children and families use this area to learn to ride. It is NOT safe as a thoroughfare. 2. Lighting of the Stirgess Avenue bridge crossing is essential for improved awareness of this thoroughfare being available, and providing a safer and more fluent better choice. Park Street bridge should also be better lit for security and so the bikes presntly travelling do not cause injury to the many users of the wooden bridge. 3. Council also needs to improve the exit fluency at this cement bridge over to Abbott Road. A pathway can be perfectly installed from the bridge over the unused hill between playing fields. This initiative by Council will complete the pathway system of Abbott Road in front of Manly Selective School.
YS267	I love it, I wish it was done sooner so I could safely ride to the beach rather than getting in the car every time. Please more of this!
YS268	-

GOLD VERSION

Reference	Verbatim comment
YS269	With my son we regularly - ~10 rides a year - ride off road bike paths to North Balgowlah-Manly and Narrabeen Lagoon-Dee Why and purchase lunch or dinner at the beach destination. In these travels we do not park in high demand parking spots as our bikes let us park at an easy spot away from the main areas. When this bike lane opens up we would add this destination to our many off road bike track travels and become a retail consumer in the area. Note that we do not frequent Curl-Curl or Freshwater and thus are not retail consumers in the area.
YS270	vehicle lane width too narrow for type of traffic; insufficient parking at corner with Brighton st; traffic flow turning into Johnson St during drop-off/pick-up times. Corner with Wilson St: there is currently a lack of visibility of incoming foot traffic coming from Wilson St and engaging onto the pedestrian crossing. This is due to existing vegetation/retaining corner wall, and there have a few near misses. Very nice project overall, which will improve amenities, aspect and the safety of bike/eBike traffic & pedestrian traffic - this is very much welcome to address a number of existing issues. However there remains a number of critical issues that still need to be considered to avoid the kind of debacle seen elsewhere (such as the inadequate lane width vs parking configuration on Kenneth rd near the Manly swimming centre, which remains an ongoing safety issue). These includes: 1) The most critical is the inadequate lane width: 3.0m lane width is insufficient for the type of traffic going through Oliver St. The recent reduction of lane width to 3.1m has already significantly affected traffic in terms of safety. Oliver St is not a residential street but also a Transit street, it carries significant Transit traffic including trucks and buses (including a number of turning busses). The reduced width will not have a further ""calming"" effect on traffic velocity and is instead a safety concern. There have already been a number of near misses from the recent reduction in lane width, with cars swerving away from incoming traffic in the opposite direction or having to stop for the same reason when passing a wide vehicle. Trucks and busses are common on this route, and turning trucks & busses often have to move forward forcing their way into incoming traffic to gain visibility before turning, etc. A 3.0m lane width is insufficient for this type of traffic and will make the current safety concerns even more critical. 2) The proposed reduction in parking spots is unreasonably affecting the corner with Brighton St and to some extent with Bennett St (although this is less critical on Bennett st). The presence of commercial facilities at the corner with Brighton st means that parking in this area is frequently difficult, particularly at peak trading hours for the local cafe. Council's current stance that it is the responsibility of landowners to arrange for residential parking is all well and good but houses are existing and council have been approving increased housing density developments, and there is quite a significant parking traffic for the local commerces. The commercial facilities attract mostly a clientele that drives (including tradies with trucks, parents before/after drop-offs, etc.), with already some friction with customers now regularly double-parking to pick-up a coffee or take-away - this is particularly dangerous in the context of foot traffic and the lack of visibility for vehicles when crossing Oliver St from Brighton St. In other words there needs to be more consideration for street parking in this area.

GOLD VERSION

Reference	Verbatim comment
	3) There is currently a traffic blockage forming regularly around Johnson St during school drop-off and pick-up times at St John the Baptist. This is primarily caused by Southbound Oliver St traffic attempting to turn into Johnson St for school access, and to some extent Northbound traffic as well. Because the queue area is short, vehicles back-up onto Oliver St and regularly block the round-abouts on both sides. The proposed design should consider increasing the queue area, such as using dedicated turning lanes to allow the overtaking of turning vehicles. Reduction in street parking in this area would make things worse unless the space is used enable better flow of traffic. It should be noted that while more students walking to school may improve traffic, this is not true on rainy days - and the traffic blockage referenced above occurs the most on rainy days. 4) while not cause by the proposed design, there is an existing safety issue that would be worth addressing as part of the project. At the corner with Wilson St, Northbound Oliver St traffic currently have very poor visibility on foot traffic coming from Wilson St and presenting at the pedestrian crossing. This is particularly dangerous when the ""foot"" traffic is actually on wheels, as this pedestrian crossing is frequently used by people riding scooters, skateboards, and children & adults on pushbikes, sometimes arriving at high speed onto the pedestrian crossing due to the slope of Wilson St. The poor visibility is caused by vegetation on private land as well as a ~1m retaining wall very close from the pedestrian crossing. It would be worthwhile doing something to address this safety concern as part of this project, considering the number of near-misses and minor hits that have occurred. Thanks!
YS271	Bike lane to be added as a shared footpath, as is working in other locations. The road use proposed is not safe for either residents, through traffic or bikes. Safety for both Bike riders, pedestrians and residents would be improved with a new shared bike path. 1. On your plan for lost parking spots, it shows 2 spots lost between Soldiers Ave and Surfers Pde In my ""one on one"" meeting, I was advised it will actually be 4 spots lost and we are now one of them! This needs to be clarified, so people can be commenting/agreeing/disagreeing, on what's REAL I expect this is not the only location, where more spots will be lost, than shown on the plan 2. You show a sketch of car passing car on the new road width. Please provide a sketch of Bus/Truck passing Bus/Truck, and what is the distance between them? I witness trucks and buses crossing double lines, constantly because they can't manage to stay in their lane. 3. If you're lucky to keep your parking spot outside your home, it is unsafe for you to enter your car, put children in carseats, etc without waiting for all traffic to clear - no allowance has been made to open doors and what your are proposing is unsafe. Given this is a busy road, the time you wait to enter your car can be 10 minutes, in busy times. 4. I believe the use of this bike path, for Primary school children, is unsafe especially having to share with Ebikes and have so many road crossings between home and school.

GOLD VERSION

Reference	Verbatim comment
	EBikes are dangerous and education of young people will not solve the problem, that they are silent, travel too fast, disobey road rules, don't wear helmets and now become the responsibility of the residents not to hit them, while they try to exit their driveways. 5.I agree with the extra pedestrian crossings.
YS272	Looks great! Love the focus on cycling and safety while riding
YS273	It was good now its a farce Have a bicycle lane on each side of the road and paint it green for safety Leave it as it was No concrete block dividers People are not aware that council wants to return to the crazy lines. People believe the new old lines are staying. Your pretty pictures are not showing that the road will be too narrow for two busses to pass, it doesn't show that one bike lane will be against the traffic and it doesn't show that people fall over the concrete blocks and fall onto the street (this is happening on the Southern end of Oliver Street) Resurface Oliver Street and mark the lines as they used to be, have one bike lane on each side of the road and paint it green for safety, fix up the sidewalks. Make the street save again by reversing what you have done. A dual bike path is not safe with so many side roads and driveways crossing Change it back to how it was and mark the bike paths in green so they are more visible Do NOT remove trees Remove the concrete blocks and reverse the road to what is was A dual bike path is not safe Do NOT remove parking
YS274	-
YS275	I have ticked 'Access' to both questions. However there is no option for "Not liking any elements of proposal" The options above reference "Traffic calming" -

GOLD VERSION

Reference	Verbatim comment
	I cannot see where traffic calming elements are included in the proposal. It is difficult to understand the reasoning behind cars seemingly parked 'in the middle of the road' on the eastern sections of Oliver St through Freshwater. Forcing residents on these sections of Oliver street to back out of their homes/driveways across a pedestrian footpath, a 'bike lane' and parking lane, and then into a narrowed driving lane is dangerous. Their cars would also likely cross into the traffic lane of the opposite direction, due to the limited driving space which now remains. Please reconsider this. I write regarding the Oliver and intersecting streets in Freshwater and the proposed expansion of pedestrian and bike paths. Having lived in close proximity to Oliver and Wyndora Ave for most of my life, I have seen many changes in the area. Increases in population, in the size of local schools and numbers of cars have impacted the local roads. My particular concern is with the Oliver / Wyndora intersection. Buses use Oliver (north) and Wyndora (east) ONLY, carrying two bus services (Local bus service to Warringah Mall and the City peak-hour service, often articulated buses) through these streets via the roundabout - has any consideration been given to the fact that these two streets would be the most heavily impacted by adding priority pedestrian and bike crossings? Why has Council prioritizing both bike pathways and pedestrian priority on the Eastern side of Oliver Street? This unfairly disadvantages the Eastern side of the street with the higher volume of foot and bike traffic. There is a pre-existing pedestrian crossing from Johnson Street to Jacka Park. There is a pedestrian crossing across Johnson Street for the Catholic Primary School, so routing Pedestrians along Oliver Street West should not be an issue, enabling continuation to the lights crossing at Oliver / Wyadra. A pedestrian crossing on the Western side of Wyndora Ave near the pre-existing exit from the Catholic primary school could also take exiting students along Oliver St. Would you give strong consideration to Lights at the Oliver Street / Wyndora Ave crossing, for the following reasons: -There are frequent accidents at the roundabout (have you reviewed the traffic accident statistics?) -Vision to the north, exiting Wyndora (from the east) is restricted by cars parked close to the roundabout on Oliver St -Vision to the north and south, exiting Wyndora (from the west) is also restricted by cars parked close to the intersection. -Traffic along Oliver Street approaches the roundabout at-speed and frequently without caution

GOLD VERSION

Reference	Verbatim comment
	-While acknowledging the large Harbord PS at this intersection, there are lights installed at Oliver / Wyadra, which has a more even distribution of four-way bus-usage through the intersection. However, Wyadra Avenue would likely not have the volume of through-traffic to the beach which Wyndora Avenue carries. -Traffic management by lights, would be a fairer, more effective solution for all road users. Having line of sight across Wyndora Ave to Jacka Park from my home – I am concerned in particular by the increasing numbers of and behaviour of riders of e-bikes. Often young people, who ride pillion on these bikes, without helmets and at dangerous speeds – around the grassed park in day or night time, on the roads or pedestrian pathways, at speed. While Council is encouraging more bike-use in the local area, is there also a plan to ensure the safety of all other people in public spaces of roads, pathways and parks? Much consideration seems to have been given to people who choose to ride bikes in local neighbourhoods. A lot of Council resources, funded by local residents, have been dedicated over many years to widen footpaths to accommodate bike users, many of whom still seem to choose to use the roads. Along with the changes that have been made to sections on Oliver Street (where cars seem to be parked "in the middle of the road") – please remember that these changes can be disproportionate to the small suburb that is Freshwater. The risk to spoil the area for the people who live here, is real.
YS276	No, we love it!! Can't wait for you to extend it further north one day!
YS277	Better safe cycle ways for bike riders Providing safe cycling ways promotes healthy lifestyles and reduces emissions and creates community
YS278	Having stretches of safe riding is fantastic.
YS279	Maybe have someone from the council go around for the first few weeks on bin day to help arrange the bins The proposal is excellent, you have done a good job balancing the needs of residents, cars, pedestrians and cyclists. In particular i think this is a smart project in the context of mobility within the beaches. Just stand outside any school in the area to see how many teens are riding their bikes to and from school to know this is a smart project for school children safely. That trend will only continue (which is great for reducing traffic). Not to mention it improved street crossings for pedestrians, particularly people with disabilities, poor mobility or prams.

GOLD VERSION

Reference	Verbatim comment
	It is easy to focus on how this is only good for cyclists (which it is, please make more cycle lanes like this! Please extend it when you can!), but easy to forget this will really benefit people with poor mobility or disabilities which is great as well.
YS280	Very supportive of enabling wider adoption of safe cycling path to accelerate usage of healthy and environment friendly transportation for adults and kids. Australia is really behind Europe there, a lot of catch up to do
YS281	I love the street transformation and the extra crossings will make it easier for kids and the elderly to get around the neighbourhood. Thanks council.
YS282	Please add me to the long list of local people who will actualy be affected and who strongly believe these proposed changes are insane. Can you please publish the names of the chief architects of the plan to ensure they are personally liable when someone is inevitably serioulsy injured or killed.
YS283	Please make parking along cycle way VEHICLE PARKING ONLY. No caravans, boats and trailer parking along cycle way route. As above. The caravans, boats and trailers etc limit visibility for traffic with bike lanes added. As above. As a resident of [redacted] I have concerns regarding vehicles exiting Bennett street (west) into the intersection of Bennett street (east) and Oliver street with any narrowing of this intersection it would create traffic chaos in busy periods. This intersection can get very busy with sports, school (articulated school buses) bowling club traffic etc. With traffic banking up quite quickly along Bennett street (west) and back into Stirgess avenue due cars turning right into Oliver street and partially blocking left hand turning traffic into Bennett street. It would a good idea to ""mark the exiting lanes"" post crossing with a left turn lane into Bennett street (east) and another right turn lane into Oliver street. Adequate vehicle turning space must remain with no narrowing of this intersection! Cycle way lanes also need to be adequately sign posted with slow zone approaching crossings and shared zones. As E bikes can travel up to 25 kmph. Concerns of loss of on road car parking spaces between Park street and Brighton street. Northern Beaches Council need to accommodate residents with the loss of on road parking and make this area or along the cycle way a ""vehicle only parking area"" and move on the caravans, boats and trailers that have been left in this area. This issue also contributes to safety concerns as visibility would be obstructed while also having to deal with the extra cycle way traffic.
YS284	Great initiative - good to see the council seeking to make safer bicycle connections and pathways
YS285	Change the design of the cycleway to the same as the the current design on Bennet st from Oliver St to Park St Remove the dangerous 'seperation' wall and use the design on the section of Bennet St between Oliver and Park St

GOLD VERSION

Reference	Verbatim comment
	Upgrade the footpath and verge between current kerb and property boundary and use the existing cycleway design on Bennet St between Oliver and Park St Remove the dangerous separation wall and leave the parking lane against the current kerbline That's the stupidest idea in the history of humankind and just shows this Council has lots it's grip on reality. Do you really think people won't park on the little yellow boxes. If they do, will you send a ranger at 9pm when I put my bin out? Will he then identify the owner, track them down and force them to move the car so I can put my garbage bin on the little yellow square - give me a break! The lanes are so narrow the trucks will have to pick those bins up while driving on the wrong side of the road. Congratulations you just turned traffic disruption from one side to both sides of the road - hello Oliver St parking lot! Will bins still be collected if people leave them on the kerb beside the footpath - I don't think so and if the garbage collectors have to then they need to cross the cycleway to pick up the bin and probably won't put them back on the kerb. They'll be left as obstacles for cyclists to crash in to. Their job is hard enough as it is. How am I supposed to reverse out of my driveway safely - I would have to cross the cycleway and cars parked either side before I can swing into the driving lane, probably forcing me to reverse into the opposite side of the road before I can go forward without doing a 4 or 5 point turn. That's dangerous and disruptive. Do you thin cyclist will actually use that lane with the dangerous seperation wall. They will continue to use the traffic driving lane rather than be trapped in that dangerous walled lane. The current design of bike lanes along Bennett St between Park St and Oliver St is fine - use that design.
YS286	Amazing project. So great to see much needed bike infrastructure and safer streets!
YS287	Looks good, a cycleway is much needed!
YS288	Looks great, would also like to see a footpath extension at wyndora ave and Albert st - presently a pretty dangerous zone and a zebra crossing at the corner of Evan's and Albert.
YS289	Things like this are completely normal all over the world. Worth it. Totally support this.
YS290	-
YS291	Make street corners/kerbs more angled to reduce turning speed or vehicles Ensure sign posting for residents, post leaflets
YS292	We had a bike lane on either end of the street that I lived for years and they were fine.

GOLD VERSION

Reference	Verbatim comment
	I walked along Oliver Street last week and two separate motorised bikes, that were 1 minute apart, rushed past me on the foot path. The sad part was I had to point to the newly landscaped concreted bike lanes. Yes, the ones no bike rider uses. It is wasting out Council payments having to have this done. I think there should be elevated zebra crossings as proposed or something that makes them more visible. I was walking my dog along the one Bennett/Adams Streets (the one leading to the park) today and I had narrowly missed the car while crossing. The car failed to stop. This has happened on a number of occasions to myself and I see other people experiencing the same. Drivers aren't stopping at the new zebra crossing. They need more notice or signage for the safety of the community. With he previous Yellow bar islands, they seem to take notice of the pedestrians. Also there are now far too many non-motorised vehicles (boats, trailers and caravans) taking up long-term occupancy on our streets. Taking away parking for others.
YS293	Raised pedestrian crossing at Bennet /Adms and Park st Can you provide more detail on the traffic calming measures in Park st, there is no detail how this will change or what happens to the road or the pedestrian walkways and verge
YS294	The crossing at Bennett St and Park Street needs to be a raised crossing. There are constant close calls with cars not slowing down as the visual is unclear from the vehicle approach just using side walk signs and road markings. Driveway access will be dangerously impeded in my view with the concrete dividers too close to driveways
YS295	Thanks very much for the opportunity to view the plans and comment. The proposed design is very impressive. It is visually appealing but, more importantly, it provides a plan to greatly increase safety along Oliver Street, Bennett Street and each of the intersections. I have a bike but currently I am not prepared to ride it along Oliver Street. I regard it as far too dangerous. Currently if I want to ride I attach a portable bike holder to the towbar, strap the registration plate and lights to the bike and plug them into the electrical system, then load the bike. This takes time, to load it before the ride, take it off after the ride, reload it for the return and take it off again. Consequently, I very seldom use my bike. With the proposed design I would be confident to ride my bike along Oliver Street thereby gaining access to Curl Curl, its playing fields, walkways, community centre and garden - as well as potentially further afield.
YS296	Do not have raised concrete barriers. They are a hazard in themselves As above. Raised concrete barriers are a hazard for drivers pedestrians and bikes. Bun collection areas are a good idea. Currently they are strewn everywhere. Collection trucks are a traffic problem on collection day as they are cruising up streets to do collections. The streets are too narrow as it is. I don't believe that this bike path will work. Retrofitting doesn't always work and shoehorning in just causes problems and unhappy constituents. Case in point is

Reference	Verbatim comment
	the terrible car parking retrofitted at Boy Charlton Pool at Manly. It is difficult for the residents to manouver in and out of their driveways which leads to them parking on the street and more congestion. This is a very small car. There is NO room beside it to alight. This is very dangerous.
YS297	Looks great. It is vitally important to increase active transport in the face of the climate emergency. The Climate Council has stated that we need to halve the number of car trips by 2030 and this will help achieve that.
YS298	landscaping and grass areas should be increased and not reduced, there is too much concrete, pavement etc
YS299	You are narrowing the streets significantly, which will hinder the response of emergency vehicles to incidents. You are relying on bus measurements wheel to wheel as indicating there is room for heavy vehicles to pass but are ignoring mirror width. You are stating that this is to increase the number of children riding to school, but you are essentially putting these children on the road with cars with no separation. Children can legally ride on the footpath which is far safer. I do not like the proposed Curl Curl to Freshwater connectivity upgrade. There are no particular elements of the design that I like, other than the increased pedestrian crossings. I am a Firefighter at Dee Why Fire Station and the proposal is likely to result in slower response times to emergency incidents in this area. By narrowing the streets significantly you lessen the ability for drivers to pull their vehicles over to the side of the road to allow emergency vehicles to pass when responding to incidents. You are using wheel to wheel bus width is indicating that there is sufficient room for heavy vehicles to pass one another, but you are ignoring the fact that heavy vehicle mirrors make these vehicles significantly wider, which will actually make it very difficult for these vehicles to pass one another in any conditions, let alone when one is under lights and sirens. The proposal means that in the event of Fire Rescue NSW responding to a emergency call in the area of the proposal, it is likely that we will have to close the street in both directions for the duration of the incident. This would be to allow firefighters to safely access and egress the appliance and to get the necessary equipment off the truck safely. This is likely to impede traffic flow through the area significantly for the duration of our attendance. I have very real concerns that the proposal increases the likelihood of a collision between a vehicle and child on a bike, which is the absolute opposite of what the proposal is trying to achieve. At present children can legally ride on the footpath and can have separation from vehicle traffic. This proposal is inviting the children to ride on the marked cycleway which it would appear has no separation from vehicles for much of the travel distance , and has them actually riding head on towards vehicles when heading in one direction. This means there is no margin for error if a driver becomes distracted by their phone, swerves to avoid a bus or other vehicle, or if the driver has a medical episode.

GOLD VERSION

Reference	Verbatim comment
	I do believe that something definitely needs to be done to address the ill conceived work that has already been done in Oliver Street, with the concrete 'guttering' that were added to the roadway and the 'chicane' like obstacle course that these presented making the street far less safe than it was previously, but I don't believe that the substantial street narrowing and the pushing of children (who can legally ride on the footpath) onto a marked cycleway that has no separation from oncoming vehicular traffic is the appropriate solution.
YS300	The parking is too close to the main road and obstructs a driver's view of cyclists. The road in Freshwater is far too narrow and dangerous for both drivers and cyclists.
YS301	More visibility. Remove parked cars from near driveways Would be great to paint the entire length of the path green. Just like a bus lane, it's needed to regularly remind pedestrians and drivers there are bicycles about
YS302	Bus Platforms Issue: The new design of the bus platforms on the road will be a significant congestion issue, especially at the Oliver/Brighton Street junction. There are frequent buses on this stretch which will lead to cars blocking the intersection. Thi The access to driveways is severely compromised, especially due to the concrete blocks and the new re-directive garden beds. Both of these features cause cars that are reversing out of driveways or entering driveways to go into both lanes of traffic - it' Issue: The kerb design is ill-considered for real-world use. It would not be put around the council car park so why is thought to be a good idea for this high traffic area where many people are pulling in and our of regularly. The high profile edge is a h Issue: Every Tuesday when we need to put out our two green bins, the blue bin and the red bin. This is a combined space of over 2m in width to give the bin trucks space to grab the bins. In the proposed design these are not catered for. Several houses wit Issue: Every Tuesday when we need to put out our two green bins, the blue bin and the red bin. This is a combined space of over 2m in width to give the bin trucks space to grab the bins. In the proposed design these are not catered for. Several houses with bus stops or redirective garden beds outside them will not be able to acces their driveways should this proposed design be adopted. Possible solutions: There is no good solution here. Scrap the plan" SUBJECT: Curl Curl-Freshwater Connectivity and Streetscape Upgrade CYCLEWAY RESPONSE

GOLD VERSION

Reference	Verbatim comment
	I am very much against this proposal. The proposed change of use of Oliver St to Bennett St to be primarily serving cyclists at the expense of residents, road users and local businesses is one I am very much against. I am a resident of [redacted], and a father of two young children who love cycling. A safe environment is one that is very much in my interest but this design really endangers my family residing at [redacted] My top issues are listed below, and where possible, I have proposed solutions: 1) ReDirective Garden Beds and safety for getting out of the driveway. Issue: The access to driveways is severely compromised, especially due to the concrete blocks and the new re-directive garden beds. Both of these features cause cars that are reversing out of driveways or entering driveways to go into both lanes of traffic - it's impossible to avoid this. It was highlighted in the Safety Audit that cars reversing from driveways was a safety issue and this reflects many residents' concerns about reversing into a cycle lane. The cycle lane is giving a false sense of security to riders of all ages and is predicted to increase the speed at which people travel on their bikes, so safety concerns are very valid. If a property has a redirective garden bed and a bus platform either side of the driveway then it will be impossible to reverse out of the driveway safely. In order to exit the driveway the driver will need to cross a double white line into the other lane. These roads are very busy and doing so is unsafe and will cause congestion along the road. In addition to this, some homeowners have been told that they will only be able to reverse out and leave their house in one direction and will have to turn around further up the road. This is totally unacceptable. Possible solutions: a)Make the kerb low profile and not damaging to car wheels b)Change the apex to be in the middle not the driveway end. 2)Bins Issue: Every Tuesday when we need to put out our two green bins, the blue bin and the red bin. This is a combined space of over 2m in width to give the bin trucks space to grab the bins. In the proposed design these are not catered for. Several houses with bus stops or redirective garden beds outside them will not be able to acces their driveways should this proposed design be adopted. Possible solutions: a)There is no good solution here. Scrap the plan 3)Bus Platforms

GOLD VERSION

Reference	Verbatim comment
	Issue: The new design of the bus platforms on the road will be a significant congestion issue, especially at the Oliver/Brighton Street junction. There are frequent buses on this stretch which will lead to cars blocking the intersection. This junction has been identified as a safety issue already and the increased congestion will only add to this. It would be much safer to move the bus stop on the Eastern side of Oliver Street further away from this dangerous junction. Cars queuing across the junction due to the stopping buses will lead to driver frustration and risk-taking behaviour. This has been highlighted as a concern in the Safety Audit. The road width is 3m and the bus mirror-to-mirror spans 2.9m. This leaves a very narrow path for two buses or a large truck to pass. This area is full of young families with more than one car who need on street parking. Getting a child into their car seat or taking them out on this road and cycle path will be extremely dangerous. The other cycle paths that have been shown as successful are not a good comparison to Oliver and Bennett Street. Many of them do not have bus services, multiple junctions or roundabouts. Possible solutions: a)Where there is a bus stop and bus platform this creates a further bottleneck for cyclists. It's also been called out as dangerous in councils' own assessment of the impact of awaiting bus users being in the path of cyclists. Many local secondary school students use these bus stops and they get crowded at the same time as you have peak cyclists. 4)Kerbs Issue: The kerb design is ill-considered for real-world use. It would not be put around the council car park so why is thought to be a good idea for this high traffic area where many people are pulling in and our of regularly. The high profile edge is a hazard for both cyclists who need to veer suddenly out of the way of an obstacle, as well as cars that are damaging their wheels here. Possible solutions:A better solution is to make them low-profile and bevelled. 5)Loss of parking Issue: This is a high-density housing area with many cars, and removing any car spots is having a massive impact on already stretched families. Removing their ability to park caravans outside their properties purchased when parking was allowed is very unfair. 6)Impact on local commercial business. Issue: There is a lovely set of local families with commercial businesses at the Brighton and Oliver St intersection. This design removes many car spots in the immediate proximity of their businesses that their customers desperately need, and will have a detrimental impact on their trade as they just recover from the impacts of Covid. 7)Feasibility: There is much of the design which goes against the principles for minimum distances for bus/car/bike distances apart. Why is council not providing these realistic measurements and trying to have these all squished together into a busy road where it doesnt work?

GOLD VERSION

Reference	Verbatim comment
	8)Liability Issue: Who will be liable should a very faulty design be pushed through and proves to be very dangerous to the people using the cycleway getting knocked over by car doors too close, buses crashing into each other, and cars, vans and delivery trucks being forced onto the wrong side of the road to exit a driveway. Our lives are not to be used as guinea pigs to try new road ideas out. NSW Road Rule 296 stipulates a driver must only reverse their vehicle if it is safe to do so. This design will endanger all road users, and should an accident occur then council members that have pushed this through against strong community opposition may be liable. Under the common law rules and principles of negligence (torts law) councils can be sued for damage caused by a negligent performance of its activities or by a negligent failure to act ('omission') when it is under a duty to act. Solution: The mayor outlines how this has passed all relevant safety considerations and that she personally fully endorses the plan despite the considerable local safety objections. The people who live on the affected road should have the loudest voice in the implementation or scrapping of this plan. Better solution - upgrade existing bike path, with better markings, improve the crossings outlined, and make Freshwater residents happy. In summary there are many serious issues I've identified on top of the other areas identified by other residents. I initially was supportive of the idea, but when I have considered in depth the implementation I believe that it's going to endanger lives and needed to be stopped. Kind Regards, [redacted]
YS303	By not doing the new bus platforms which will lead to congestion when buses stop in the middle of the road In all aspects - this design is completly unsafe. No dual bike lanes and upgrade the existing cycle lane and nature strip and footpath Not having re-directive garden beds that will make it impossible for residents to leave their driveways safely By not doing a dual cycle lane. Bin collection will be an issue. I am strongly against this design. A cycle path with this design is unsafe and poses a serious safety risk to not only people using the cycle path but also to road users.

GOLD VERSION

Reference	Verbatim comment
	Oliver and Bennett Street are not wide enough for the proposed design of a dual-cycle way. There are multiple issues with the design that have been brought to the attention of the Council previously, however, these have not been addressed with this new design. The access to driveways is severely compromised, especially due to the concrete blocks and the new re-directive garden beds. Both of these features cause cars that are reversing out of driveways to go into both lanes of traffic. It was highlighted in the Safety Audit that cars reversing from driveways was a safety issue and this reflects many residents' concerns about reversing into a cycle lane. The cycle lane is giving a false sense of security to riders of all ages and is predicted to increase the speed at which people travel on their bikes, so safety concerns are very valid. If a property has a re-directive garden bed and a bus platform either side of the driveway then it will be impossible to reverse out of the driveway safely. In order to exit the driveway the driver will need to cross a double white line into the other lane. These roads are very busy and doing so is unsafe and will cause congestion along the road. In addition to this, some homeowners have been told that they will only be able to reverse out and leave their house in one direction and will have to turn around further up the road. This is totally unacceptable. The new design of the bus platforms with buses stopping on the road will be a significant congestion issue, especially at the Oliver/Brighton Street junction. There are frequent buses on this stretch which will lead to cars blocking the intersection. This junction has been identified as a safety issue already and the increased congestion will only add to this. It would be much safer to remove the bus stop on the Eastern side of Oliver Street away from this dangerous junction. Cars queuing across the junction due to the stopping buses will lead to driver frustration and risk-taking behaviour. This has been highlighted as a concern in the Safety Audit. The road width is 3m and the bus mirror-to-mirror spans 2.9m. This leaves a very narrow path for two buses or a large truck to pass. This area is full of young families with more than one car who need on street parking. Getting a child into their car seat or taking them out on this road and cycle path will be extremely dangerous. The other cycle paths that have been shown as successful are not a good comparison to Oliver and Bennett Street. Many of them do not have bus services, multiple junctions or roundabouts. I am very disappointed that the photo renders that have been made available to the public are not at all accurate and do not align with the Civil Plans. Council team members have admitted this and have known about it but they have not been altered. The public has been misled by this. Council should not proceed with this dangerous design."
YS304	Having people riding bikes have to go in and out every time there is an intersection with another road is a bit much. Just have the bike lane continue straight just as cars have it please. Mixes pedestrians with people on bikes when you don't have to.

GOLD VERSION

Reference	Verbatim comment
YS305	This is a major route, you should not try to make it impossible for cars to use. This design will make for lots of angry motorists more likely to run over pedestrians and cyclists. They already get really annoyed with cyclists Remove driveways that enter Oliver & Bennet, but how will that work for residents? Redoing footpaths would help. Pedestrian crossing (just fewer), mostly on sides streets. Sturgess and Park shared zones are good I can't say I understand your bin/driveway/bus access diagram, but having people drive across bike lanes, open car doors into bike lanes, walk along bike lanes, means the bike lane no longer provides bike infrastructure. There are no rules I really believe that if you want to feel you have contributed to bike infrastructure you need to get cyclists involved. If the plan is to encourage children on motorbikes (the modern 1KW e-bike they favour) to terrorise pedestrians then this plan might work. I am not convinced the mess along Manly beachfront makes anybody happy - better to review Mosmans attempts down at the Spit
YS306	Really strongly support this project, it will be great for our whole community!
YS307	-
YS308	Maximising street use for active transport. Already doing a great job, but it's so important to do so I think people can easily learn how to put a bin out. For the traffic calming and improvements in neighbourhood value it is WORTH IT The focus on separated cycleways is SO BENEFICIAL and wonderful. It's a huge step up from share path as solution that many other councils are falling into.
YS309	Notify them and ask their specific thoughts and give plenty of notice I think this is great and hope to see more. The only thing that has let this project down is the poor communication with the community which wake up to find works being done. We are such a cycling community it makes sense to put more infrastructure in to keep kids and adults active and safe.
YS310	Thank you for supporting active travel. I look forward to being able to jump on the ferry then cycle to freshie
YS311	-
YS312	-
YS313	The cycleway fills a missing link in the bike network. It will complete a continuous safe, off-road route from suburbs such as Manly, Balgowlah, and Seaforth to Curl Curl. It passes 2 schools and connects several more. The project will enable children to travel independently. The narrower road

Reference	Verbatim comment
	lanes will encourage drivers to go more slowly and carefully. Oliver and Bennett Streets will be greener, leafier and calmer.
YS314	There is simply not enough road width to accommodate 2 way traffic & permanent bike lanes safely Bike lanes if permanent (and i would strongly argue usage does not support permanent bike lanes along this busy & important corridor) can ONLY be on one side of the road. Narrowing the remaining road width is unsafe Permanent bike lanes (where they are proven to be justified) can be on one side only, given that they are show to be multi directional in parts. There is insufficient study & analysis in my opinion to support the permanent addition of bike lanes to both sides of this busy corridor. The proposed narrowing or remaining road lanes will be extremely dangerous for both vehicles & bicycles, as users try to maintain safe distances. In addition, the remaining concrete bollards to the south end of Oliver street in the illustration, are creating very difficult and dangerous driving conditions on collection days.
YS315	I think this is a great proposal that will significantly improve the walkability between Freshwater and Curl Curl.
YS316	I think it's great and i fully support the changes. I think private home owners should not be able to stop these sort of improvements because they want to be able to have 2 or 3 cars per house and park them on the street. Please prioritise the need to encourage bike riding and walking, rather than prioritising the rights of individual house owners on the affected streets who will complain about not being able to park their cars as easily. I live very near an affected street and I am happy to have less car spaces available for the benefits the new changes bring. thanks for the opportunity to comment.
YS317	I applaud this comprehensive upgrade and improvement to the amenity for active transport. Well done, I look forward to using it.
YS318	Remove the unsafe bike lanes Remove the unsafe bike lanes Remove the unsafe bike lanes Remove the unsafe bike lanes Remove the unsafe bike lanes Remove the unsafe bike lanes

GOLD VERSION

Reference	Verbatim comment
YS319	This is a worthwhile endeavour. Well done!
YS320	The cycleway crossing Oliver Street & Village Car Park Driveway could be raised to improve safety and indicate to turning vehicles to give way.
YS321	-
YS322	-
YS323	Looks amazing.
YS324	Seems like a minor issue to get accustomed to. This is terrific - finally a safe local bike connection in Freshy that will attract people to riding bikes locally. I'm comfortable on the road but my wife will only rise if separated from traffic and now we have a 1.5 year old if she is with me I will only ride where we can be separated from traffic.
YS325	Offer to paint street numbers on bins for free, designate bin bays for each house to avoid confusion. Fantastic idea that will be a huge asset to the northern beaches.
YS326	More safe space for bikes & pedestrians
YS327	I strongly support the project, which will improve safety for all road users, and will help support people's transport choices, as well as making Freshwater quieter, cleaner and more attractive.
YS328	-
YS329	-
YS330	No work should be done on the existing road. New design is uttlerly dangerous. Put the old crossing back near Park Street No work should be done on the existing road. New design is uttlerly dangerous. No work should be done on the existing road. New design is uttlerly dangerous. Bin collection area is utterly a bad idea. We live in houses. We have elderly people living on the street. The bins will be overflowing with rubbish as passerbys dump rubbish i This is a disaster waiting to happen. None of the design is any good. If you live near the bend where you proposed to have a bus stop sticking out. Cars will be backed up and people living there will not be able to see oncoming traffic when backing out of their drives. Not only that to have to check both ways because of cyclists and cars. You go to a house on or near that bend and try reversing out especially during peak hour. It tricky enough now let alone with the design you are proposing.
YS331	-
YS332	-
YS333	Refer comment sbox below

GOLD VERSION

Reference	Verbatim comment
	Further to my meeting on Monday I was asked to send through via this site the document I provided in hardcopy with my concerns. Please note following the meeting I have added further queries/notes in RED. Unfortunately it exceeds you 1.00MB limit in size so I will be emailing it through. Interesting update. I live a few houses along on [redacted] from where the [redacted] proposed path turns onto [redacted] - I didn't receive one of the 1600 project postcards mentioned below. Maybe council doesn't think we will be affected by this proposed change? My family lives [redacted] and our Mum also lives further up on [redacted]. My husband and I both attended meetings on Monday in Harbord – I went with many pages of queries. The majority of these were answered with non-sensical responses. In discussion about one of my points regarding the misrepresentation of Councils "picture" compared to map design, the following was shown to me about proposed changes to the lanes at the traffic lights at Wyadra Avenue & Oliver Street – see the yellow circle below. I envisage these changes will cause congestion at this intersection during school drop and pick up times as it is funnelling (purposely) traffic up Wyadra Avenue to Harbord Road and if you wish to travel straight through to Freshwater/Manly you will need to pull into the shared left hand turn lane which potentially will be blocked with parents trying to access the stop and go zone in Wyadra Avenue. Not sure if Wyadra Avenue residents are aware of this potential increase in traffic and also if they are aware that their street is also earmarked for the next phase of cycleways (second picture below) – if you know anyone in the street it might be worth a mention. Return the street to how it was originally with a bike lane on each side marked green until further plans can be suggested. More crossings YES. However, the road simply is not wide enough for this bigger proposal in it's current form - it is DANGEROUS. Council is simply not listening to suggestions of residents to help make this workable for all. We don't need "amenity" on the road - this is interesting that so many trees and plants are included when Council are approving new builds with no green space on property compared to size of houses on the land blocks. Interesting. This is ridiculous. What about people who are not mobile to move heavy bins this far, what if it is raining? Are council going to send a worker out each bin night/morning to collect residents bins and move them to and from the collection point/homes Refer above comments re bin collection areas.Please note that the residents affected by this first stage trial are not anti bikes etc but have serious genuine concerns regarding road and

GOLD VERSION

Reference	Verbatim comment
	personal/property safety which has already come into question with the initial works completed (and halted). Council is completely disregarding residents concerns and it does appear residents in surrounding streets are not being informed of how these changes will also affect them (parking etc). Given this funding falls under the Federal Government Safer Schools banner - do we have plans to actually put in footpaths on Bennett Street to allow students to reach Freshwater Campus safely also? Your statistics relating to cars per household seems to be ill-informed with the majority of houses having two plus cars with multiple family members still residing at home. Not every house has space for more than (if one) car on their "property" and despite the perception of one council representative we can't actually all afford electric bikes to transport us to where we need to go. Not everyone resident in Harbord/Curl Curl is affluent as has been suggested.
YS334	Bus shelters should be on the street side of the cycleway so that the cycleway runs BEHIND THE BUS STOP so that people waiting for the bus or getting off the bus are not impacting cyclists.
YS335	Seems fair Heavily supportive of the proposal - ideally the initial scheme that removed all on-street parking would provide better amenity for the community, but this is a reasonable compromise. I would support more raised pedestrian crossings, particularly at Soldiers and Wyndora as we often see near misses and accidents here due to traffic entering the roundabouts at speed. This makes for difficulty crossing, particularly with children
YS336	[redacted] It is ridiculous to reduce the width of the roads in Freshwater to accommodate cyclists. The road is too narrow to safely add in any bike lane without adding to the increase risk to people entering and exiting their cars when parked and any parked cars that are not parked close enough to the proposed new concrete bike lane concrete actually stops traffic and causes buses and larger vehicles to strike parked cars. You can not retrofit a bike lane into an area that was not designed to accommodate it. The only practical option would be to widen the existing footpaths and make them shared bike / walking areas. I have lived on the street for over 20 years and I haven't seen any statistics that show that the road is dangerous to cyclists or walkers. The only statistic was a hit and run that happened at a time these bike paths would not prevent. The money spent on this project would be better spent on educating kids at the school about road safety. If the proposed changed are implemented and there are accidents from cars hitting parked cars or someone is struck by a car entering or exiting their car because of the narrowing of the road will be subject to lawsuits because council already have evidence that it is not safe from their first attempt to implement the bike lane that was quickly reversed following the spate of accidents on Oliver street.

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Reference	Verbatim comment
YS337	Recommend a wider shared path on the existing footpath. I don't feel there is room for this project at this location. The streets that have been compared eg Evans st are narrow and 2 cars can't pass. Parked cars regularly get their wing mirrors hit Additional crossings are welcome Widen the footpath and create a nice wide shared path instead. Remove the shared path from the road, not enough room. I don't support the project in it's current form. The streets are too narrow for a separate cycleway even if it is best practice. Parked cars will get their wing mirrors clipped, trucks and buses will have trouble passing, getting out of your car door will be dangerous etc. It would be better to widen the footpath and make a wide shared path (move the curb and gutter) with ample crossings and coloured paving to delineate it alert motorists. The renders are a big improvement but all the images are shown from the cyclist perspective rand hardly any cars are parked in the images which makes it look open and roomy. This is part of the problem from earlier engagement. Great on paper, not on the ground.
YS338	I think the crossing design using a section of shared path, eg as shown at Oliver & Wyndora, should be avoided wherever possible. Will continue below. I support the project overall. I think the crossing design using a section of shared path, eg as shown at Oliver & Wyndora, should be avoided wherever possible. It's slow and uncomfortable for cyclists to have to navigate a shared path at every intersection (meaning more cyclists will stay on the road too) and potentially uncomfortable for pedestrians, for all the same reasons that the project is not a shared path in the first place. I understand in some locations there may be a lack of space to implement a full cycleway beside the roundabout, but I think more effort should be made to think creatively and get it right the first time. Perhaps some of them don't need to be roundabouts at all, perhaps roundabouts could be shifted to make space, etc.
YS339	I think this is an excellent design and the council and state government should be commended on their progress towards Better Streets for all
YS340	Excellent design to improve walking and cycling in the area. Please implement this!
YS341	I believe this project is long overdue and will help make cycling safer and a more viable mode of transport for residents on the northern beaches.
YS342	I am writing as a resident of curl curl and specifically [redacted] street. I wanted to write to let you know that I fully support the cycleway. I have received a letter from a community group asking for concerns and wanted to flag my complete support instead.The cycleway will provide ample accessibility for a route that desperately needs bicycle lanes. The northern beaches needs new cycleways and the proposed design is a great step in the right direction. Please do not bow to the noisy nimbys who care only for their car access as improved cycleways will reduce congestion and the need for cars in the area. How good would a safe cycle to manly be! Again please keep up the good work. Keen to see these cycleways rolled out asap!

GOLD VERSION

Reference	Verbatim comment
YS343	remove on street parking near driveways Dont allow street parking near driveways. This is proven to be a safety issue for pedestrians and cyclists when drivers cant see when entering/leaving remove on-street parking to allow for more space for bin collection. give way signs where ever a car will interact with a cyclist or pedestrian
YS344	Always a need to improve safe cycle ways for cyclists and pedestrians from cars!
YS345	Side streets surrounding schools (Wyndora Wyadra Wyuna Johnson (ie school zone streets) should permanently be 30km/h. Just to keep in mind elderly people who may struggle to take their bins too far away. Also those elderly people may not be tech savvy to access your survey and your education program Wyndora ave needs a raised pedestrian crossing outside school entrance. Since the construction of the second roundabout at the Oliver street intersection this road has become a major thoroughfare and cars and trucks speed along the street. School children and speeding cars not being forced to slow down, is simply an accident waiting to happen. Don't be the council that allows this to occur. You have stated that school children are your priority. My submission should be considered and enacted as proof of your commitment.
YS346	Is fine as it is. By stopping this insane exercise. Safety is going to be greatly reduced for all stakeholders (residents getting into/out of cars/driveways, emergency services access, bus commuters having to navigate 2 way bike traffic, much reduced road width for trucks Leave it as it is! Yes - simply leave it as it is. This is an exercise in craziness. In the name of safety, this design greatly increases the safety issues for just about every stakeholder. Residents trying to get into/out of cars with no leeway, getiing cars into/out of driveways having to navigate a 2 way bike lane (with zooming electric bikes/scooters mostly ridden by adolescents who don't posses developed risk sense), commuters having to navigate a 2 way bike track (refer previous comment re: electric bikes/scooters), greatly reduced road widths increasing risk for trucks/busses, rubbish bins are going to amplify the previous mentioned risks. The design will also greatly increase access problems for emergency services e.g. fire dept. The narrow 2 way bike design will significantly increase the risk of head-on crashes between bike lane users, especially given the advent of powerful, fast e-scooters/bikes in the hand of young inexperienced riders. The impact on road efficiency (i.e. travel times) will be

GOLD VERSION

Reference	Verbatim comment
	extremely negative. It's hard to find one redeeming feature in this design, except maybe for good intentions. In reality, it will cause chaos on this main thoroughfare, greatly increase risk and inconvenience to residents and bus commuters and will almost certainly result in a serious accident.
YS347	Keep motorised cycles away from pedestrians. Scrap the whole plan except for a pedestrian crossing near the cafe Remove concrete blocks outside houses Realise that you do not have community support for this. The road is too narrow for parking, bins, concrete blocks, gardens and cycleways with crossings. Who came up with this idea.... ? Waste of ratepayers money. Scrap it. Stop increasing our rates and spending on things no one wants.
YS348	Do not put concrete blocks on the road. Cars have problems reversing out of their driveways, pedestrians stumbled over them and fall onto the road and it takes 20cm of the width of the road. A dual bicycle path is dangerous as one lane is against traffic Have one bike lane on each side of the road and paint them green, no concrete blocks Renew the sidewalk and make it a bit wider. Don't cut any trees down Remove the concrete blocks No Your design is so dangerous. Busses won't be able to pass each other as they are too wide for your narrow road design. People riding against the traffic are in danger crossing all the side roads, roundabouts and driveways. All the residents on the dual bike lanes in Sydney you mentioned are so unhappy with it and said there are no more bike riders than before. The younger kids do NOT use them. Millions spent for nothing.
YS349	Brilliant concept. Will improve connectivity between Freshie and Curly considerably.
YS350	Renovate the existing pavements which are a mess. The main issue at present seems to be speeding cars - why not reduce the speed limit on the bend and Oliver st to 40kph and have speed cameras installed? speed limits, no concrete bars in the roads,

GOLD VERSION

Reference	Verbatim comment
	It's hard enough already to put bins out (we are at [redacted] but when parking is reduced further it will be impossible to have bins out and also get in and out of our driveway. They will end up getting left in the cycle path. Supporting residents in this transition!!!!! OMG what [redacted]. We know how to put bins out. However, as parking will be reduced we will constantly have people 'overhanging' which will block our drives even more. Has anyone spoken to URM who collect the bins - as they will either be in the cycleway or on the pavement, so will have to be moved to be emptied. As already discussed at the block meetings, getting out of our driveway is already very hard and dangerous. This proposal will only make it worse, plus the time it takes to get out we will be blocking the cycle lane. We also have a boat on a trailer parked in our driveway, getting this out at present is only just possible, the addition of the concrete humps on the road, plus cars parked further out than at present, will make it pretty much impossible, and if it is at all do-able, we will block the road for a considerable time. Oliver St is a heavily used road, and trying to change that is unrealistic. What can be done is reduce the speed limit, and add cameras as an incentive to adhere to the new limits.
YS351	Keep the current bike lane as it is -but have the raised bike/ pedestrain crossinings at Wyuna, Wyndora, Soldiers and Oliver street outside of BFT gym. The bike lane is too wide and cars and buses can not safely fit in your design. Just keep the bike lanes as they are - this design isn't working. Why are residents being inconvenienced with bin collection, or reversing out of their driveways daily for a few bike riders - I have never thought that this is a particularly bike enthusiastic area. I think if you want to genuinely help the residents then revert back to the bike lanes as they currently are. Please remove the gutter high concrete lane dividers on the south end of Oliver Street - so when I am turning right into Wilson Street people can go around me (like they have for the past 17 years of living here)- with these dividers left here for months traffic just backs up behind me to Soldiers Ave and beyond whilst I wait for a break in the traffic. I also feel strongly that there is an advocacy group for this proposal that is over riding everyone who lives in this area and is affected by this "connectivity" plan. If you want less traffic have the bike lane going to the bus stop at Warringah Mall - so people can access public transport - Manly is hardly a large commercial hub that residents are working in. But really I feel that the people in council who are working on this project aren't wanting to amend this project, that it will be pushed through regardless of small meeting groups, letters, petitions etc. I am writing in regard to the above mentioned cycleway planned along [redacted], of which I am a resident.

GOLD VERSION

Reference	Verbatim comment
	I have recently signed a petition, along with 800 concerned residents of my area regarding your proposed cycleway that is fraught with problems already encountered in your previously aborted attempt at instatement. Your Version 2 of the same scheme is again ill thought out, and similarly reinstating the same ridiculous design problems. The residents are saying loudly to you - we dont want this in our community - I think it would be prudent to listen to them. If the purpose of the petition was lost on you, then let me highlight the various points: • I reject the proposed dual-lane cycleway design released on 6 November 2023 due to the expected impact on community safety • I will reject any future pathway design that will involve large scale removal of parking • I request that the central pedestrian safety islands be retained at pedestrian crossings • I request that Council immediately remove the remnants of existing cement barriers installed at the southern end of Oliver Street and repair all other road damage and reinstate all line markings on Oliver and Bennett Street (i.e. repair all damage & safety impacts created by Council) • I request that Council extend the period of consultation for this project until 31 January 2024 Before you take your summer break, I earnestly request of you to take into consideration the feedback from the ratepayers in your council area. Maybe, this cycleway project is wanted by very few and unwanted by many - and if this is the case - which the petition clearly highlights - then maybe it is time to listen to the residents.
YS352	The whole street should probably be made a 30 limit zone. Also, having people walking into bike lines to get on buses is dangerous. Can the bike lanes not run behind the bus stop on Oliver St outside Harbord Public?
YS353	Remove the crossing down from Brighton St As a resident your traffic engineers got the street markings wrong which cost us rate payers thousands to correct and you have got it wrong again. Who puts a pedestrian crossing on a blind corner at Brighton St. Cars fly around this bend and it will only be a matter of time before another fatality occurs here. We now have an epidemic of children riding electric bikes at 50kph no helmets and with no street sense. They are already creating problems in Freshwater. Placing pedestrian crossings in dangerous locations will only enhance this problem.
YS354	To calm traffic around the crossings and make cars aware that they need to slow down and give way. I am totally happy to change and believe that all changes will be better for everyone . It all looks fantastic and I hope that all the other residents get behind these upgrades.
YS355	Proposed lanes are not wide enough for school buses. Busses are currently crossing double lines. It is likely that cyclists will take the shortest path on a shared pathway cutting across the corner which will create a safety hazard for people entering/leaving the gate at 39 Oliver St. A new gate is needed in Soldiers avenue.

GOLD VERSION

Reference	Verbatim comment
	Raised crossing on Soldiers Ave will add a lot of noise 24/7 as cars thump over crossing in both directions. Could crossing be flat? A bin collection point needs to be included for 39 Oliver Street.
YS356	By not removing parking on a street where there is a school as there is a lot of demand for parking. Safety could be improved by having traffic calming in place such as reduced speed, pedestrian crossings, speed bumps. Not putting the pedestrian crossing near the dangerous bend. Access could be improved by not having a bicycle path between driveways and road. Footpaths could be improved. The intention of a bicycle path near the school is good but the design of it is not safe. Most children and parents will continue using the footpath so the footpath could be improved for bicycle use. There is not enough traffic calming. Street narrowing without traffic calming is just not safe Speed limits have to be reduced on Oliver st and more Street calming if road is narrower
YS357	-
YS358	Love the progress to actually lower car fatalities to pedestrians and cyclists
YS359	I like the new proposal, I hope it gets implemented asap.
YS360	Raised pedestrians crossings at every pedestrian crossing
YS361	As a Northern Beaches resident I fully support the plans. This is an important step towards establishing a safe north/south cycling link up the Norther Beaches which is used by commuters heading towards the ferry from Freshwater and Dee Why, children riding to St John the Baptist Catholic Primary School or recreational rides up the the Northern Beaches (sustainable tourism) towards Narrabeen (and beyond). With an increase in large vehicles such as pickups and SUVs on the roads, that often have poorer visibility and are a higher risk for pedestrians and cyclists, upgrading the current 'painted' bike path to a protected off road path line along Curl Curl, towards Manly will help to encourage cycling by making people feel safer, reduce cycling related deaths and improve traffic by encouraging more efficient and healthier alternatives for shorter distances that can easily be covered by bicycle. While some direct residents may not like the loss of some parking spaces and designed bin collection spots, this new path provides an opportunity to see an increase in cycling across much of the southern Northern Beaches, which is cleaner and quieter than motorised traffic.

GOLD VERSION

Reference	Verbatim comment
	As a northern beaches resident I fully support the plans. Increasing cycling on infrastructure links south, towards Manly will help to encourage cycling, reduce cycling related deaths and reduce traffic by encouraging healthy alternatives.
YS362	Make all cycle paths separated.
YS363	No dedicated bike path. Keep all existing street parking. Keep the road wide enough for parking, bus and access. Leave the street the way it is. I have lived on [redacted] for 17 years and it has not been a problem to date. The new designs The new designs is dangerous to bike riders and residents using their driveways. How can you expect someone to reverse out of their driveway into such a thin lane. There will be danger from cars/busses traveling from both directions. There will be more car accidents and bike riders injured.
YS364	Strongly approve of these changes!
YS365	1. Straighter bike path (avoiding left and right manouvours) 2. safer crossing of oliver street (an island that exists will be removed) 3. avoiding oncoming traffic situation (bike northwards, cars southwards) at Wyndora due to roundabout
YS366	It looks like there is a lot of extra concrete and not a lot of additional greenery
YS367	No because I might hit Someone on accident by my car
YS368	Continuous Street trees should be included in the design
YS369	Ask Randwick council how they manage this as well as education for residents using their driveways. It is possible to balance the needs of all but it's not easy. I support the plans provided You should look at the work Randwick Council have done in Kensington. It is difficult and the benefit can only be seen once fully but and opened. It is difficult during construction for residents and road users as there are many changes. The lane changes and narrowing does cause concern but can me managed if traffic slows to conditions. Unfortunately most road users don't support bike riders so this will not be supported by the majority. It will take leadership for this to happen. Good luck
YS370	-
YS371	For [redacted] leave it as it is now.

GOLD VERSION

Reference	Verbatim comment
	Leave it as is now and stop wasting our money. Fix the [redacted] potholes around the area, the current footpaths that are a hazard because of the box brush tree roots and build better toilet blocks at sport grounds... at least that would be a positive start...
YS372	I am happy with the proposed changes. I live locally on [redacted] and have been campaigning to improve road safety since there were 2 serious accidents at the Oliver/ Brighton Street intersection. No changes will be perfect or suit everyone. Unfortunately there seems to be many people who would rather be able to drive their cars fast than make the roads safer for pedestrians and cyclists. Personally I would not cycle on the road as it currently is and I'm sure I'm not alone. I hope if these plans are not approved then we can still move forward with lowering the speed limit and installing raised pedestrian crossings as these will make a huge difference in being able to cross the road safely.
YS373	This is a great initiative which the community needs! The sooner it's implemented the better.
YS374	Seperate the bike path from the road with a barrier widen the footpath Bike path is a great Idea! Bikes should be able to stay on the road at all times rather than exit onto a shared footpath. Eg: Oliver & Brighton street, bikes should have the option to stay on road. Separating the bike path with a concrete safety barrier is also important especially as kids of all ages will be using bike path.
YS375	Great design, would make me feel safer on a bike. Thank you!
YS376	The driving lanes need to be wider and more added parking would be great because freshwater has become a densely populated multi generation single dwelling suburb. Maybe you can divert the bike lane down less busy streets and look at alternative routes By removing the proposed bike lanes as it is completely unsafe. I have been to the council meetings so I know for a fact council are aware that there is not enough room on these roads to allow for this design. I am greatly concerned child safety By removing the proposed bike lanes as they are unsafe and poorly planned Just had a look at the updated plans council uploaded at 5pm. Seems they are going ahead with the separated dual way cycle lane as first proposed. Any further details in terms of width of the dedicated bike lane? There doesn't appear to be any mention of widths of lane, Wether cycleway or public parking space or driving road lane. If they've kept to their original format it means council completely disregarded any resident concern re: safety of kids and people getting in and out of cars both ways Wether into traffic or cyclists with such incredible narrow margins?

GOLD VERSION

Reference	Verbatim comment
	Yep presumably they've removed parking where entering / exiting a driveway is too narrow and forcing you to cross double lines and risk nosing out onto oncoming traffic. Let's get the formal petitions going! Any updates or guidance on weekly bin service location? I know this was also a concern of residents that appears to have been completely unattended to. "
YS377	This will limit parking spaces for residents and school parebts Extremely hard to get in and out of cars that are parked. Buses need to cross double lines. This has the potential to be very dangerous and fatal accident's considering the amount of school children around. Street furniture is not necessary for this area Where do you put your bins? Going to be extremely hard to see coming out of driveway and will need to cross double lines to get out of driveway due to narrow lanes. Absolute nonsense this proposal. I would love to see a case study/data collected of the amount of cyclists that currently use this road. This is only going to cause more traffic chaos, including the potentially dangerous narrow lanes and parking issues. As far as I know if benefits a small amount of people in our local area. Money would be best spent elsewhere
YS378	Add bikes racks along route at bus stops and shops. If they can pick up rubbish in places like Balmain with narrow, awkward streets then we can get round this. 30 seconds extra every week for residents shouldn't stop providing save active transport infrastructure. I support this plan - please don't compromise this great project into insignificance due to the usual negative whingers, who can't understand the benefits of safe cycling lanes and next week will be complaining there's tool much traffic. Northern Beaches Council must have vision, be bold and lead the way by starting to deliver what ratepayers need, not just what they allegedly want.
YS379	The route should be segregared as much as possible. We see countless examples of poorly segregated routes which are subsequently used illegally by drivers to drive or park. The royte juyst have concrete seperation to prevent this.

GOLD VERSION

Reference	Verbatim comment
	Shading is critical. The island build outs need to have shading trees planted which will provide benefits in years to come. Can this be combined with stormwater drainage swales? This project will have benefits for so many people in the LNS and NB. The concerns of residents to park their private property on the public property should not outweight the clear increase in amenity to others. We all know we need our children to be more active and independent (physical and mental health evidence shows us this). A segreated route along schools will be transformative for local kids too scared to cycle on roads and currently stuck with shared use paths. This project needs to get cracking, it shouldn't be suspended just because someone wants to be able to park outside their house, ridiculous.
YS380	-
YS381	Increase the number of trees or vegetation to help reduce heat island effect. Use natives. Have bus stops like some of the ones in Waverley that have green gardens on the roof.
YS382	If there is room to redesign the Bennett St bus stop to be more similar to the Wyadra Ave bus stop plan (off-road waiting area, on-road boarding), that would be more appropriate - buses aren't common, passengers are less common & traffic is light. Some of the modelled images show hard edges immediately adjacent to the cycleway. These need to be rounded or softened. Eg driveway lip shown on Bennett St intersection needs to be removed; concrete vehicle barriers need a slope at the start/end points. The plants shown separating the road and pedestrian areas are fabulous (eg Bennett St & Wyuna Ave intersections) - more please! Cycleways are notoriously dirty as they are never cleaned. This will limit ingress of road dirt and glass and improve safety.
YS383	Are cyclists expected to make 90 degree turns to cross roads? This may be fine for beginners but not realistic for those using bicycles for transport. The Harbord Primary solution is not safe. Intending passengers will be unlikely to look for bicycles coming from behind them (ie coming from the direction the bus will travel. The space allowed is very narrow.
YS384	I am really worried about the decrease in parking this proposal means. It's hard enough finding a park and these adds to that stress. I would strong recommend adding a carport above the exisiting car park in Oliver stree behind BFT and the Harboarf institute. If we have 3 levels of parking that means it takes pressure of the reduced Parking on Oliver at due to the bike paths.
YS385	There is not enough room for the design as it has been proposed. The parking in both sides of the street and narrow car lanes will be extremely dangerous for drivers having collisions with parked cars or people exiting their cars, often with children. Don't put 2 pedestrian crossings on one intersection, it creates a gridlock for traffic. Leave bike lines on both sides of the street on the sides of footpaths so it limits impact on traffic and parked cars.

GOLD VERSION

Reference	Verbatim comment
	If bike lanes were next to footpaths it could have limited impact on driveways and bins and would be safer for riders That plan looks absurd - the bins will block the driveways if the street is full of parked cars. Each house can have 3-4 bins in one collection - where do they go? I can understand the need for safer bike and pedestrian paths but I think this whole plan is terrible and needs to be started again. The time that the lines were put into place made it clear it was going to make it very dangerous for drivers and people exiting parked cars. It needs to be safe for everyone not just the riders and walkers. The impact on traffic is unnecessary if other alternatives were explored. Please take the community feedback into consideration as I don't know anyone who supports this plan and there will be huge community backlash if it goes ahead.
YS386	i don't feel you have taken in the safety of motorist opening and closing doors, trying to get children into cars . Also the fact that there isn't enough parking at present and you are reducing parking spots. by widening the footpath to put the bike lane like Manly Aquatic area rather than putting concrete blocks in the way and reducing road width I don't have issues with the existing amenities not sure I just feel that it's a repeat of the exciting plans. The road needs too be wider than your proposal for the safety of passengers in cars. I would feel that widening the footpath area and allowing bikes and pedestrians to walk together a safer option like MANLY AQUATIC area, which has worked well. The plans work in other areas and look nice but they definitely don't work in Oliver Street Freshwater.
YS387	Remove parking directly opposite where a car needs to turn right from Oliver into one of the W streets that don't have a roundabout. Most important one being at Wilson Street outside BFT. Cars turning right into Wilson block traffic as no where to pass
YS388	No As a local bike rider and pedestrian I fully support this proposal. At the moment I feel unsafe walking and riding around the local area. The lack of bike lanes and pedestrian crossings is a big problem. I commend the council on this proposal.
YS389	-
YS390	-
YS391	Not have a dedicated cycle path

GOLD VERSION

Reference	Verbatim comment
	Better parking enforcement around schools Not have dedicated cycle paths This proposal does not consider the major use of the roads are for motor vehicles. And restrictions to accommodate bikes which can use the road as normal is a waste of money and will negatively impact the area
YS392	The proposed changes to Oliver/Bennett/Park streets are excellent. As an elderly cyclist who often uses the section from Freshwater Village north from Manly to Curl Curl Lagoon and beyond, I always feel unsafe in this particular area. As a result I always hurry through. The changes will make this transition far more comfortable and erlaxed.
YS393	Markings in front of the bus stops where waiting passengers have to cross / wait by the cycle path, to indicate to cyclists that it's a slow zone.icycles Possibly 50% off their red bin cost for a year or 2? I feel a lot of motorists use this road as going via Harbord and Pittwater is very slow and the traffic lights are not that well synchronised. See if possible to create longer arrows to turn right into pittwater at the top too. Also the concrete dividers are quite unforgiving, behind the Brookvale Community Health Centre there are some yellow plastic lane divicers that are ramped so more forgiving (no scraped rims)while at thew same time letting motorist know they have hit it.
YS394	Insufficient visibility for drivers, pedestrians and bikes at interface points, bike path on and off road every block, bus - bike path - pedestrian interface outside Harbord Public School See previous comments on safety - access to/from bike path at intersections is problematic There are far too many interface issues with the current proposed design that create unacceptable levels of safety risk. Three key points of concern - 1) having cars parked outside of the bike path provides insufficient visibility when trying to cross Oliver street on foot due to parked cars -for example crossing Oliver at Soliders heading west where you have to walk halfway out in to the street to see around the parked cars; 2) the proposed bus stop outside Harbord School will be extremely problematic at school start/finish times. Someone exiting the bus will immediately have to be conscious about a bike lane and anyone going from the bus stop to the bus will have to cross the bike lane; this is already poorly designed at the intersection between Oliver St and Pittwater Road on the East side. 3) the constant interface between the bike lane and then the pedestrian/shared path every block will create additional interface and confusion issues that puts pedestrians at greater risk than they are currently.

GOLD VERSION

Reference	Verbatim comment
	We are all for improved connections and safety but feel the proposed plan creates other material safety risks while solving for some so the net benefit is not sufficient enough to warrant the capital investment. We would be happy to see improved crossings, including raised crossings around Freshie which will deliver immediate benefit to people moving around Freshie and to/from the school as pedestrians. We live on [redacted] and currently don't let our two kids walk to school until Year 5 because of a number of unsafe crossings required on foot. We should be the target audience for improving pedestrian safety. We are also supportive of improved bike access but not with the current design.
YS395	Keep the old design with markings for bike for bike riders using the road. As Jacka Park and Harbord School are on the east side of Oliver St make the footpath a shared path with bike riders. The west side of Oliver St to be for walkers only! Slow traffic to 30km like along Manly beach, add extra lighting at intersection and highlight crossing at Bennet St as this is where the bikes would cross the road more safety to head towards the park at Curl Curl. Completely drop current plans as per request at last community gathering! Poor design that community will not except. Leave current access in place! Sorry, poor proposal due not to listening to local community living in the area. Created a high risk hazard not reduced. Madness. Everyone needs to reply to their design on line as well. Perfect [redacted]. Will thought out and sensible. Thank You. Very clearly those who have designed this plan have no idea as if you lived in the area you would not have come up with such a design. Please please go back to the way it was. Mark the lines more clearly, add extra lighting at intersections and reduce the speed limit. Done. Total waste of money and the risk of the hazard being planned is way to high.
YS396	Perhaps ensure street lighting is available around the bin collection points. Excellent proposal, number of intersections could do with an improvement and I think the proposal may fairly organically result in a slight speed reduction which probably assists safety.
YS397	Traffic slowing down
YS398	I strongly indorse this very important upgrade to infrastructure which will provide a safe and healthy environment for Freshwater and surrounding communities. We have become aware of a small but very vocal minority who state they represent [redacted] and Bennet street residence. We live on [redacted] and can inform council this is certainly NOT the case. Calming the traffic in the area, providing local families the opportunity to travel safely to the village and school while also supporting the broader NB cycle way initiative is imperative to progress towards a healthier NB.

GOLD VERSION

Reference	Verbatim comment
	Any consideration of not progressing with this revised design as result of opposition to change would be catastrophic towards achieving progressive change in our communities. The responses to concerns provided by council are comprehensive and support a decision to move forwarded with the project ASAP. Lets get this done!
YS399	There is not enough space for parking on both sides of Oliver street with a cycleway. There should only be parking on the side opposite the cycle way. Need traffic slowing measure before the Brighton street/ Oliver street intersection. Cars go very fast around the corner before the proposed crossing. The Brighton street intersection is not safe. There need to be traffic slowing measures there such as a round about. There is not enough room for parking on both sides of Oliver street and a cycle way. There should only be parking on one side."
YS400	Diagrams, signage I fully support this project. Creating bike paths and making the roads more accessible and safer for cyclists, pedestrians and school children is absolutely worth the small inconveniences to us residents.
YS401	By leaving as is By leaving as is By leaving as is By leaving as is I totally abhor the changes and believe it will be a huge waste of money
YS402	I think this new proposed design is a huge improvement to safely being able to use plover strategy for me and my family with bikes and as pedestrians
YS403	I fully support this initiative- it will provide great facilities for local families as well as supporting a healthy and sustainable lifestyle for thousands of people. I hope that a few extremely loud regressive NIMBYs with nothing better to do with their lives than complain continuously are not allowed to derail progressive, forward thinking developments like this.
YS404	-
YS405	Loads of parking will be lost how will this be resolved? Council creating more street parking else where? Visibility
YS406	Love it please carry on. Safety should come above any other view.

GOLD VERSION

Reference	Verbatim comment
YS407	I think this is a wonderful proposal as this road is currently very dangerous for pedestrians and cyclists and what a wonderful thing to be able to travel from Curl Curl to Freshie safely on designated bike paths. Residents will have to place their bins slightly further out from where they normally do, a small price to pay for such a fantastic initiative
YS408	Making the roads safe for bikes & children moving to/from school is needed badly. I strongly support the bike lanes.
YS409	i think having the bus stops blocking the flow of traffic will be dangerous as people have no patience and will overtake the bus while stopped causing a extremely dangerous situation with oncoming traffic Leave design as is with painted bike lanes we do not need planter boxes and new street furniture this design is highly dangerous for people backing out of their driveways as you have to reverse into the opposite lane of traffic the Community has expressed their concern to council on numerous occasions about how dangerous this plan will be,the council does not seem to be interested in listening to the community, I believe it will take a serious accident or god forbid a death if this plan goes ahead, is the council going to take responsibility if this happens
YS410	As an occasional bike rider, I would never cycle on this route as it currently stands. I am in favour of the new cycle track as I will feel much safer in a designated bike lane and will cycle this route more often. My only concern is regarding the cycle lanes incorporated with the pedestrian crossings. As a driver, I have noticed that many pedestrians no longer STOP, LOOK, LISTEN and will step out when a car has already committed. I am worried that cyclists at speed will cross the intersections without adequately observing car traffic. With the increase of E Bikes that require no peddling, the speed of bikes has increased dramatically. I understand the driver of a vehicle is required to give way in this situation, what are the cyclists responsibility on the green bike path attached to the pedestrian crossing?
YS411	You are not listening You are not listening Stop and give money back Give money back Stop Drop it isn't right
YS412	good thinking

Reference	Verbatim comment
	Looks great It looks great Great work
YS413	Parking along Bennett St and Oliver St appears to have been replaced in some parts by the dual bike lane. Question: How many car spaces have been taken away from residents as part of this "Streetscape Upgrade" Ge rid of those ridiculous and dangerous existing concrete blocks that separate the proposed cycleway from the roadway. Ge rid of those ridiculous and dangerous existing concrete blocks that separate the proposed cycleway from the roadway. Ge rid of those ridiculous and dangerous existing concrete blocks that separate the proposed cycleway from the roadway.
YS414	-
YS415	I am concerned about the lack of parking and the narrowness of the parking lanes. As an elderly resident who rides the bus daily, these new bus stops in the road concern me for access and alighting having to cross cycleways. I am always concerned for the safety of the children (Grandmother of five - 3 of whom attended HPS) with the new crossings at Brighton Street I feel these are dangerous and could result in injury also worried about cycleway safety Practical stormwater improvements are fine but fancy planter boxes are unnecessary on a road that is not wide enough for the proposed changes. As I live close to [redacted] access and safety of children is already a daily issue, this will make it worse and currently I cannot safely exit my driveway with the recent changes council made to road. The bin collection process is unclear and confusing - I cannot walk my bins further down the road to be collected. Very disappointed in the councillors and our current Mayor whom I feel are not informing the residents of the plans accurately and after meetings with residents they are not listening to our concerns. Their responses are vague and out of touch with the reality of this area. I'm all for people riding bikes and have the highest concern for the safety of children - this current plan is unsafe. You should do better - I for one will be placing a vote of no confidence for these

GOLD VERSION

Reference	Verbatim comment
	representatives in the next council elections. Do better and work with the residents to build a workable plan that helps everyone.
YS416	I think the new bike lanes behind parked card are the stupidest thing I've seen for a long time. I use Oliver street frequently and have seen very few cyclists use it - they ride along the much narrowed roadway. I don't really blame them entirely - the cycle track is not easy to go in or out of and often half blocked by parked cars too close.
YS417	Please ensure the ramping onto and exiting pedestrian crossings is not too steep. As a recreational cyclist, any ramp or uneven road surface makes life difficult and dangerous. Please ensure that the ramps onto and exiting a pedestrian crossing (from the roadway, not the pavement) are not too steep. Otherwise they are difficult to navigate at speed on a bicycle with large wheels and no suspension. Two examples of pedestrian crossings that can be ridden over at speed on a bicycle are ... a) Crossing outside St John The Baptist Primary School on Oliver Street b) Crossing outside South Curl Curl SLSC on Carrington Parade Too many ramps and tight turns. I'm a recreational cyclist and use much of this roadway. As such I tend to cycle between 20km/h and 40km/h. The proposal is unsuitable because it includes multiple ramps, tight-bends and bollards that make riding at speed impossible. If you don't believe me I'd recommend you try cycling at 40km/h over some ramps of the size you envisage or around some of the bends you envisage. With this design I will have to continue to use the existing roadway, and this will make it less safe for me, and I'm sure I'll to have to endure abuse from impatient and unreasonable motorists. I also think that turning right into a driveway where you have to cross oncoming traffic, parked cars obstructing your view of the cycle path and then a two-way cycle path is fundamentally dangerous, and I can guarantee that a serious accident will be the result of this flawed design.
YS418	Leaving it as is Leaving it as is Leaving it as is Leaving it as is Yes, you can leave it as is Lane widths inadequate, not recommended width Safety audit ignored Residents exiting/entering driveways unsafe

GOLD VERSION

Reference	Verbatim comment
	Embarking and exiting vehicles unsafe due to narrow lanes Tree canopy impeding heavy vehicles Removing parking spaces will force vehicles/trailers into surrounding streets Property values diminishing Buses will have to straddle the centre line There has been no audit on bike usage [redacted] behaviour again from NBC. They've only paid us lip service from the start. I'm looking forward to signing the petition to get rid of these ineffective councillors, it's a pity we can't vote to get rid of the transport staff also! This is a gross waste of money and I hope the transport union carries out their threat of a ban on this dangerous proposal. I can't see how you can have 3m wide carriageways and your bike lanes with concrete barriers when the road isn't wide enough? Are you planning on widening the road? Your measurements are incorrect, another fail from the planning team. Sounds like they've already made their minds up, which means they will disregard the your say concerns like they did last time. It's a pity they're not keen to place these cycle ways outside their own homes! Leave it as it is Abolishing the project Money spent on improving footpaths Leaving as is Yes, you can abolish this plan and reinstate the previous roadway. It's been working for years and the money wasted on this project could go towards footpaths and other necessary improvements. There is already an existing bike lane. This has been an absolute disaster from day one. The council have totally ignored local residents to try to justify their own jobs. Any practical person can see this is dangerous and unnecessary.
YS419	I and my family reside on [redacted] and are fully supportive of the councils plans to improve connectivity on the Northern Beaches. The road as it currently stands is extremely dangerous and it is only a matter of time before we have another death or major incident. Oliver Street is well known as a rat run for non-local

GOLD VERSION

Reference	Verbatim comment
	residents to avoid traffic lights on Harbord and Pittwater Road. Until we can slow traffic down on Oliver Street this road will continue to be dangerous for residents. Outside my house is a local memorial to a man that lost his life on Oliver Street. Just 2 years ago our front garden was the site of a two-car collision, knocking over our front gate and wall. At the time of the event a local neighbor who has lived in the area for 30+ years has said there have been multiple incidents of cars driving into our front wall. I have two children aged 7 and 9 and we try to cycle to Freshwater but as they get older, and their bikes get bigger it is getting harder to do so using the pavement – the bike path on the road as it stands is too dangerous. You cannot have children or inexperienced bike users on the current Oliver Street road bike path as the cars drive too fast. We are forcing young adults on electric bikes onto the pavement which is risky to pedestrians. We have two primary schools on Oliver Street with lots of families and young children around. The new council plan will allow children and families more safety please support this new plan. "
YS420	reduce width & height of separator kerb between bike lane & road to increase width of parking lane & allow more room to open/close car doors to avoid hitting moving car/bike traffic. Reduce street speeds. reduce width & height of separator kerb between bike lane & road to increase width of motor & park lanes to improve overall safety. Use street warning signs & colors on road to show designated usage areas for bike, car, parking, bins & pedestrians. reduce width & height of separator kerb between bike lane & road to give flexibility to vehicles entering & exiting driveways to avoid hitting a bike, car or pedestrian. Use signs to warn road users of driveways. reducing a good size width and height of the separator concrete kerb or better still remove it altogether and rely on color - the green color is very easy to see and will save you concrete costs, between bike lane and the road, will allow flexibility to avoid hitting anything or anyone (for parked cars, driveways users and other transport vehicles) & allow increasing of lane widths to encourage safer driving and safer parking. It will improve the safety of the project. Dear Northern Beaches Council, Purely for safety reasons, as a matter of urgency, can you please remove these concrete blocks you have left on oliver street and restore it to original condition, whilst you are reviewing this project. It's confusing with no signage and is a disaster waiting to happen. Local residents are exiting and entering into oncoming traffic from driveways forced to use both directional lanes and I dare anyone to try and drive down one of these lanes, whilst for example a truck is driving on the other side. I have already had my side drivers mirror damaged as a truck was trying to fit into a lane, it swerved into oncoming traffic for which I was one. At the very least, please ban trucks from entering oliver street while these concrete blocks remain as is. We all will be thanking you so much if these concrete blocks could be removed asap to restore safety.

GOLD VERSION

Reference	Verbatim comment
	The consultation & survey period should be extended well into next year to include all citizens, we are now approaching the xmas period, school holidays, many families are away on holidays, many families are suffering with the cost of living crises and working harder than ever to pay bills (especially in our area) & I also noticed the online survey doesn't allow you to critically analyse for good or bad the project. We've seen these surveys before, which makes it easy for anyone to fraudulently comment to allow manipulation of numbers and percentages. Seriously, what's going on. A new big safety concern I've seen is the amount of people tripping over the concrete blocks onto the actual road where vehicles drive, how is this possible, they do not use official crossings and are looking at the cars as they try to cross the road, not the concrete blocks that are not level and raised, thank god no vehicles were active on the road at the time, or they didn't injury themselves seriously. I've also seen many cars hit the concrete blocks causing damage to them.
YS421	This is an important project for improving the safety of pedestrians and cyclists - particularly school children walking to school
YS422	I strongly support the bike lanes and the improved safety for pedestrians.
YS423	There doesn't appear to be any tree planting in the design. Trees are an important part of the landscape, as stated in councils Tree canopy plan.
YS424	I do not agree with the improvements for Curl Curl/Freshwater all you are doing is including cycle lanes on a road that will reduce parking for the people who live in those streets, cause frustration with cars and buses who use the streets. This stretch of road is heavy in traffic as it is not a wise plan. A waste of rate payers money only need to look at what was done at Dee Why beach made it one way to add cycle paths which are never used.
YS425	The bennett st bus stop - have they properly measured two buses going in different directions at the same time crossing over on that dangerous semi blind corner. With the street parking remaining on the south side the lanes look too narrow. Many houses exit their driveways backwards and blind. Giving kids the impression they have clear right of way when people cannot see is setting up for a serious accident. This is a good idea on all streets. People spread bibs taking up all parking. Just please make sure that the bus drivers have reviewed and approved these plans. And that measurements of lane width are done properly this time. It was so dangerous before.
YS426	-
YS427	Please do not go ahead Dear Northern Beaches Council, I would like to express my disappointment in the streetscape upgrade over the last few months and do not wish to see the revised design go ahead. There is not

GOLD VERSION

Reference	Verbatim comment
	enough room on the roads to accommodate the revised design. I'm a resident on [redacted] and have noticed hardly any bike riders using the upgrade. The changes are dangerous and I have witnessed a car mount one of the barriers near Lawrence street. Please do not go ahead with the upgrade and save our resources for where it's needed. Kind regards, [redacted]
YS428	So great to see this happening. Much needed infrastructure to increase bike safety and accessibility. I will definitely be using it with the kids!
YS429	Less parking and better/wider bike lanes would be an improvement to the community safety
YS430	Please direct me to the Councils Feasibility Study , so I can give an educated answer Please direct me to the current Health & Safety Study of proposed plans , so I can give an educated answer Please advise of reports that recommend , updated amenities required , so i can give an educated answer Please supply time & motion studies done, so i can give an educated answer
YS431	-
YS432	Oliver st and Village carpark Peopel walk straight out from western side st onto cross - you cant see them when north bound on oliver st Still think it's ridiculous and the concern for bike riders the majority of them don't wear their helmets. The crossing on from the eastern side of Oliver to the northern side of Bennet is silly, the loss of ability for cars to go around turning vehicles at traffic lights, the getting in and out of cars from driver's door when parked on teh street into traffic and passenger side into bike riders. Rat run? I disagree Oliver and Bennett are the main Access to Curl Curl beach. Pedestrian walk need upgrade too its not so good MUST have motor vehilces only parking - caravans and boats are wider and reduce visibility for everyone"
YS433	More trees and plants Love this proposal. So great that kids and older adults will have a safe, seperated place to cycle!
YS434	This looks fine, I don't see why there will be any issues. In fact, line markings to set the parked car back from driveways creates much more space for bins than they now.

GOLD VERSION

Reference	Verbatim comment
	This is such an exciting project. I use these cycleways all the time in the city and Inner West. They make getting around by bike safe and comfortable for children. Oliver Street is a key desire line for bike riders travelling between Manly, Freshie and Curl Curl. With 2 schools on the cycleway and 3 more at the northern end, this is sure to be extremely well used.
YS435	Bike use Dedicated lanes Walkable Dedicated lanes I wholeheartedly endorse this proposal. Promoting active transportation for our children and ensuring their safety during walks and bike rides is crucial. The increased pedestrian space, additional crossings, and dedicated cycle lanes address concerns of those previously hesitant to ride on the road. The narrowed car lanes are a positive step towards fostering safer speeds in our residential area. I suggest the council considers implementing a 30km/h speed limit to enhance safety for pedestrians crossing and transitioning into general traffic lanes. This not only ensures safety but also reduces noise pollution for everyone outside of vehicles.
YS436	Road upgrade Up keep of current pathways and trees trimmed Leave bin collection as it is Parent drop off and pickup zone on the Southern side of the school I do not think the plan of changes is appropriate at all. The pedestrians have to navigate the two way bike lane before entering or exiting any vehicle. Residents exiting their driveways would have 3 major things to overcome a safe exit (pedestrians, bikes push and electric and traffic 😳). The road is not wide enough to be able to accommodate the proposal. I personally think it is dangerous.
YS437	Looks great! Improved safety, particularly for school age riders and pedestrians. This should encourage more activity and less reliance on cars.
YS438	Brighton Street does not need a crossing, however Oliver St does (corner Oliver and Brighton St). I suggested this a few years ago after a fatality and was told 'residents won't want the ba-bump sound of a spreed bump". So pleased you have come about on your thinking.
YS439	Less car parking! The houses all have off street car spaces. Reallocate road space to widening the bike bath for rider safety.

GOLD VERSION

Reference	Verbatim comment
YS440	Ensure pedestrian then bicycle priority at all traffic lighted intersections to minimise exposure time to dangerous general traffic. Minimise the amount of shared paths, cyclists and pedestrians should not be forced to interact to accommodate parked cars. Could a more innovative solution be pursued? https://www.youtube.com/watch?v=0JtoSafhvLM (Link to youtube video about how they manage rubbish in Amsterdam. A similar system operates on Royston street in Darlinghurst. The before and afters look fantastic, well done. Please construct ASAP, lives are at stake. Please also consider a no shared path solution with parking removal. There is ample supply of parking in the area, and is parking really the best use of public space? Should pedestrians and cyclists have to battle it out so idle private property can occupy the street? It does not seem to be particularly balanced. Finally, a good test question to the quality of this infrastructure, especially given it's proximity to the school: ""would I be happy letting my 5 year old ride unattended on this infrastructure?"" if the answer is no, we need to work to make it safer. This infrastructure is looking pretty reasonable though!
YS441	The proposed lane width for buses to travel safely in opposing directions needs to be modified. Council has not listened to our concerns as residents watching near crashes when the transitional lane markings were in place, The existing bike paths should continue. Otherwise move to bennett st and pass along the front of the bowling club to connect with the existing bike path along the park. No family is going to allow their children to use this proposal. It is not safe. How are the residents going to reverse out of their driveways safely? Its dangerous, it will cause a death eventually. It is highly unlikely that exisiting riders will use the path along Bennett st to cross over the road at the junction of Oliver St. I am a rider and will continue to use the road to get to my destination, I will not be using the proposal.
YS442	I strongly support this initiative for cycle ways to improve safety and encourage cycling to reduce auto traffic in the area . My children will use these cycleways to travel to school and look forward to completion as soon as possible.
YS443	Sounds like a sensible solution that accommodates residents concerns over bin collection I am fully supportive of separated cycling infrastructure across the Northern Beaches, providing more safety, connectivity and amenity for all road users. I would love to see more of this across the LGA.
YS444	No Parking zone on bin collection days.

GOLD VERSION

Reference	Verbatim comment
	Looks great! Please connect it with the Dee Why Strand Cycleway as soon as possible by extending it along Griffin Road.
YS445	Having slower traffic 30km per hour at all times and widenening the bike lanes would be an improvement to cyclists safety and people walking. People living on the street shouldn't be allowed to park their belongings on the kerb - that land should be used for the good of the whole community. Replacing car parking spots with more trees or widening the bike lanes would be an improvement to the proposal.
YS446	Get rid of the cars completely Communal bins for every 4 houses reduces the frequency of bin trucks interfacing the bike lane. Great 👍, one way the cars to provide greater space for cycling capacity.
YS447	Im concerned about bike users being "doored" by the parked cars, can the bike path be widened and/or parking be removed?? I'm not sure why peoples car parking is being preserved over bike riders safety. Please widen bike path, for the safety of the kids and others that will be using it when it's delivered.
YS448	Many parks for cars have been removed. Many people need access to their homes as they have goods, children to transport. Now the added extra of navigating a cycle path. Passenger alight from cars and open onto bike lanes. Changing sides of roads for cyclist at Brighton St is okay if they cross properly. The Brighton street crossing is very dangerous as cars coming from the beach do travel at the speed limit and there is. Bin night will be difficult with bins on the streets.many parents often unload their children on the street side of the car. This is very dangerous here as the road is now narrower. Bus passengers now enter and leave the bus in a bike lane. Have council staff put the bins out for the first month so owners can learn where to put the bins. I would like to see the dimensions and widths of all roads and bike paths and the width of new roadway. Cars caravans trucks buses etc all use this road. All the access roads need to have access to long vehicles and being able to turn. This road is the back road from Manly to Dee Why and Curl Curl beach and dog park. it is very busy. Routing bikes off Oliver st may have been preferable. There was already 1 death crossing Oliver st at Brighton st. With the corner it makes it difficult. As most footpaths along this corridor are already used by pedestrians and cyclists maybe making the whole width of the land between the house boundaries and the gutter where the footpath meets the road could be made a hard surface. This would then be wide enough for both

GOLD VERSION

Reference	Verbatim comment
	pedestrians and cyclists. I am aware of the trees bus seats,poles, bus shelters etc that are on the footpath but surely this could perhaps be looked at. Parking on the street is also difficult in the proposed plan. Maybe encouraging and allowing more residents to park in their front yards as in other cities may ease the number of cars parked on the roads and therefore be safer for passing cyclists. Reversing out of driveways by cars also is an issue as many of the cars have no turn around area in their house block. This in turn is dangerous to both pedestrian and cyclists. Allowing home owners to have an area in their yard to enable a turning area would also improve the safety. I only see the proposed cycleway narrowing the road to make it dangerous for vehicles and other road users.
YS449	It's fantastic. We need more protected bike lanes on the beaches to help us move around safely
YS450	As a local resident, the more I look at these planned changes to Oliver St, the more I love them. Over the last few years I have spent a lot of time walking a pram up and down the street, and every pain point on the journey is fixed by the proposal. Compliments to the project team. Starting from the southern end, my favourite part is the planned landscape extension on the Wilson st/Village Car Park pedestrian crossing. Just that little bit of standing room will drastically improve pedestrian visibility and make the crossing feel like less of a death trap. I will still be making eye contact with many drivers as they make the "Oops, sorry, didn't see you" face while going past, but at least they won't have the blind spot as an excuse anymore. But it doesn't stop there. The Wyndora Ave crossing means Jacka park is now open to children of the north, freeing us from the monopoly on safety and convenience provided by the St John the Baptist Crossing. Speaking of the St John crossing, the weird J hook of concrete on the park side is gone. Beautiful. Of course I also noticed the Wyndora Ave crossing means pedestrian traffic is now focused on the quieter eastern side of Oliver st afterwards. So now I no longer have to dodge the 166 buses turning into Wyuna Ave. The buses also don't have to dodge me, which I'm sure they will appreciate. The Wyadra Ave changes are also nice, but as a side note the "Wy-" Ave names have always confused me. Maybe we could change one of the avenue names to honour the lead designer of this proposal instead? Sadly the new crossings at Brighton St will put an end to the many 4-way games of chicken I've played while crossing the intersection. But on the brightside, maybe I'll survive a trip to the cafe on the corner now. The new Oliver/Bennett St crossing means I can retire my owl impression where I turn my head 180 degrees to watch for cars turning left behind me. However my only criticism is that the footpath afterwards is still passing through the trees. If I walk through that area in the early morning/dusk I inevitably catch a spider web or insect swarm to the face. But who among us has not dealt with such problems. Who? As for the Park St speed limit, I guess it is okay? You have to go out of your way to go above 20km/h on the stretch of road already, and it is going to be a pain to get anyone to enforce it. And

GOLD VERSION

Reference	Verbatim comment
	as a pedestrian I already feel safe walking along the footpath there. If speed is an issue on that street it makes more sense to put in a speed bump or a pedestrian crossing on Stirgess Ave. I cannot comment as much on the proposed bike lanes, except to say their existence would encourage me to become a cyclist myself. But I'm sure the teenage e-bikie gangs will appreciate them as much as the drivers who will not be stuck behind cyclists on the road. Overall I am sure the proposed plans will significantly improve the safety and convenience of everyone who travels along Oliver St, and despite the tone of this response I support them wholeheartedly. Please do them.
YS451	We need a reduction in speed. The exit from Surfers onto Oliver is blind in both directions. You need speed bumps near the oudnabouts to slow the cars down - the accelerate at the round about and don't even slow down I am located on the corner of [redacted] We need a speed reduction on Oliver Street to 40km Traffic starts speeding up from 4.30/5.00 am The exit from Surfers onto Oliver is blind in both directions since you moved the lines on Oliver closer to Surfers to accommodate the bike lane. You cannot see the traffic exiting the roundabout to your right, and you cannot see the traffic going over the pedestrian crossing to your left. You have to edge so far out that you end up blocking the traffic trying to get visibility As the parking/cycleway has moved the vehicles closer to Surfers, you cannot exit at any speed for fear of hitting the cars on the opposite side, which are now closer Suggest speed bumps near the roundabouts to slow the cars down - they currently accelerate at the roundabout and don't slow down at all Speed of traffic coming over the roundabout on Oliver is ridiculous, they don't slowdown at all There is also a visibility issue at the roundabout on Surfers and Oliver if crossing over on the RHS crossing to the west as the cycleway/parked cars to your right again create a blind spot and crossing is hampered by the speed of traffic approaching the roundabout I am located on the corner of [redacted] •We need a speed reduction on Oliver Street to 40km •Traffic starts speeding up from 4.30/5.00 am •The exit from Surfers onto Oliver is blind in both directions since you moved the lines on Oliver closer to Surfers to accommodate the bike lane. You cannot see the traffic exiting the roundabout to your right, and you cannot see the traffic going over the pedestrian crossing to your left. You have to edge so far out that you end up blocking the traffic trying to get visibility •As the parking/cycleway has moved the vehicles closer to Surfers, you cannot exit at any speed for fear of hitting the cars on the opposite side, which are now closer •Suggest speed bumps near the roundabouts to slow the cars down - they currently accelerate at the roundabout and don't slow down at all

GOLD VERSION

Reference	Verbatim comment
	•Speed of traffic coming over the roundabout on Oliver is ridiculous, they don't slowdown at all There is also a visibility issue at the roundabout on Surfers and Oliver if crossing over on the RHS crossing to the west as the cycleway/parked cars to your right again create a blind spot and crossing is hampered by the speed of traffic approaching the roundabout
YS452	Turn in space needs to be included. Separate bicycle users from pedestrians Safety of pedestrians must be Council's number 1 priority. We do not want another Daylesford! Curl Curl - Freshwater Connectivity and Streetscape Upgrade In the light of the recent tragedy at Daylesford, Council planners need to completely re-think the way they approach this proposal. Pedestrian safety needs to be Council's first priority. Moving vehicles of any sort – car, bus, truck, motorised cycle (including electric bicycles) need to be totally separated from pedestrians and people waiting for buses at bus shelters. Shared pathways are not the answer. Bicycles, especially the faster moving electric bicycles need to travel in their own space. If this is not possible then a choice must be made as to which other users' space they should share. As pedestrians are more likely to be injured by a moving electric bicycle, cyclists should share the edge of the car's movement space rather than share space with pedestrians. The current placing of a concrete gutter along the edge of a roadway does two things: 1.It keeps the water from going onto the footpath. More importantly, 2.It makes it more difficult for a moving vehicle to drive onto the footpath. People waiting for buses should not have to negotiate a cycleway to be able to get onto the bus. Gone are the days when a cyclist might be slowly cycling along the footpath. Given the increased speeds that the new electric bicycles will achieve, and the way the riders are focused on moving quickly, the current proposed Curl Curl - Freshwater Connectivity and Streetscape Upgrade has too many instances where pedestrians or people waiting for buses are highly likely to be injured, possible even killed. This image of the bus shelter at Harbord public school shows the cycleway just in front of the bus shelter so anyone waiting for a bus has to cross the cycleway to get to the bus. The cycleway needs to be part of the road, with the concrete gutter providing a barrier to separate the pedestrian from the moving vehicle (bicycle). This image of the Bennett St. bus stop is an accident waiting to happen! Not only do pedestrians have to negotiate any bicycles when crossing the cycleway, they then have to wait in a bus shelter which is immediately adjacent to the roadway. They will be like sitting ducks if any vehicle loses control. Compounding the absurdity of this design, when the bus stops to pick up or drop off passengers, all traffic behind the bus will be forced to stop and wait.
YS453	My [redacted] year old neighbour couldn't take her bin out to the kerb let alone to a designated spot !!

GOLD VERSION

Reference	Verbatim comment
	It will be chaos I was walking along Oliver street heading north . A person on an e bike overtook me narrowly missing me , no bell ringing for him ! I then saw two bike riders travelling north in the middle of the road abreast holding traffic up , no bike lane using for them ! Then two travelling south ,once again holding traffic up , because they weren't in the bike lane either. That's 5 bikes in the space of 2 blocks all doing the wrong thing . No one using your precious cemented bits of bike lane !! Will anyone use it ? You are impacting all those poor people along Oliver Street with less parking and idiotic designated bin spots for a handful of bike riders who aren't going to cross from one side of the road to the other at Brighton Street . They will continue to ride in the middle of the road or on the footpath. Total waste of money !
YS454	Protecting the cycle path / bus stop with U shaped bollard in some areas instead of the concrete slab. Planting more native trees No Create a design that will naturally slow down the vehicles in the intersection from Oliver to Bennet Street as usually people drive really fast there, even with signs (fatal accident has proven that). That creates a really unsafe environment for the new crossings/bus stop. Maybe an elevated red brick paving material in that curve would bringing more safety.
YS455	Bike paths need to be widened, this should be prioritised over preserving car parking Larger trees for shade !
YS456	No I ride this stretch 5 days a week during school pick up and drop off. The amount of bike traffic across this stretch is awesome but at times chaotic and unsafe. This project would connect the 2 primary and 2 high schools with safe bike, friendly infrastructure It is a no brainer - one less car.
YS457	I would like to see some signage on cycleways calling for riders to be seen, ie wear hi viz, it is probably more important than wearing helmuts. So many cyclists wear black for some obscure reason.

GOLD VERSION

Reference	Verbatim comment
	I like the separated cycleways. Priority should be given to extending the separated cycleway to Dee Why. With more folk riding electric bikes there are now far more options for cycleways. Also, as Council would be aware, kids riding heavy throttled electric bikes on footpaths is a contentious issue. I don't want to see these kids forced onto roads. More separated cycleways is one way of addressing this problem.
YS458	This is a must to lower amount cars on the road and to help encourage more cycle activity
YS459	Fantastic proposal. It will make cycle access shops and beaches so much easier and safer
YS460	As both a driver and a cyclist, this is looks like a great improvement. It seems obvious that if we have more people riding bikes, there will be less cars on the road, and that should ease congestion. But most importantly, cycling in Freshwater and Curl Curl is currently VERY dangerous. Cars gives cyclists no space, and they're often forced to ride between parked cars, and cars moving at 60km/h, which poses huge potential for serious accident if someone opens a car door without looking to check for cyclists. While it's great to see one cycling corridor being planned, we need far more resources to be allocated towards both cycling infrastructure, but also community education about the rights of cyclists on the road. The 1 metre rule is constantly ignored. We need to shift the narrative, towards recognising that with more people on bikes, we actually have less cars, and less traffic.
YS461	I love that Council is moving forward with this proposal. But I'm concerned about the widths of the bike paths in order to accomodate car parking. Please consider removing more parking and widening the bike path for rider safety, which should be a focus. With young kids riding to school on the bike path and the risk of car doors opening (even passenger doors) a wider width bike path would be far safer. A small child riding a bike is harder for a person in a parked car to see coming towards them, and a door opening in the face of a child (even if coming from the side where the door can close again) would be incredibly harmful. Please consider this when doing detailed design. The kerb shouldn't be used for people to store their private belongings!
YS462	I think it's a greta initiative to allow safe bike travel in what can be a very busy area. Pros outweigh the cons
YS463	dont create additional bike lanes, use and upgrade current path dont go ahead with project big safety issue Please dont remove more parking, dont create additioanl bike lane, move parking to middle of road, rethink pedestrian crossings right on the cross road at brighton street, its a dissastererous plan

GOLD VERSION

Reference	Verbatim comment
	Please please dont remove more parking than what we have now, We will be forced to go in to the side streest then those residents wont be happy. Think about the elderly living on this street who dont really realise what is going on. They are not on emails. How are they going to get their bins to the middle of the road, crazy After collection bins are often found fallen over and on the ground. Is this what you want in the middle of a main road!!! Who though of makeing a mark where you have to put your bin, crazy. Will there be 3/4 markings each. thats what we need. The markings will just dissappear anyway Money could be better spent and upgrading current path and making a green cycle lane on them
YS464	By having bin collection done overnight. Overtaking the trucks will be difficult with roads narrowed by bike lanes. At the least these trucks should not be on these roads during peak hours or school hours. Why make Park St 20km/h. A quiet st! This speed limit is very hard to maintain and will probably never be kept to. At least should be set at 40km/h like Dee Why. Its ridiculous to hope Park St will ever be quiet given the proximity to the playing fields. Put a speed hump instead.
YS465	Less on street car parking spaces by removing all spaces next to the bike lane. All houses already have off street parking. If we remove the parking we can increase the bike lane width and plant more trees! Safety could be improved by narrowing the car lanes to slow down traffic. I was riding along Oliver Street last night and cars where speeding down an empty street in excess of 80km/h. Reducing the speed limit would really help safety. More trees and widening the bike path and footpath. Look at Castlereigh street in the city and let's remove parking for an awesome public space and prioritise people over cars! Convincing residents is a slow process, but over time they will become used to new habbits. Keep on doing your good work! Fantastic initiative. We really need more of these around the northern beaches. There are so many bike riders in the northern beaches that ride recreationally and an increasing crowd of commuters. The traffic in the beaches is getting worse and parking is becoming difficult. The harder parking becomes, the more mode shift we will see. I strongly recommend reducing parking in all possible scenarios to prioritise active transport and reduce traffic congestion in the beaches. The current system is not working and we need a new alternative. Let's take advantage of this beautiful environment and let's make it safe, convenient and fast for people to walk or ride from A to B. Also, absolutely love all the raised pedestrian crossings. Let's put more of these in everywhere!

GOLD VERSION

Reference	Verbatim comment
YS466	Stop long term motor home , boat & trailer parking No to pathway , cycle way, then parking. Too dangerous to exit car with a narrower road Do not put the cycle way in Dangerous crossing in Bennett street , move away from the corner. It's a blind corner then with a crossing is ridiculous. children at Harbord school to do drop offs along Oliver with bikes and buses on a narrow road and crossing over a bicycle path
YS467	-
YS468	I think the plans that Council have laid out cover the requirements to ensure this is a smooth transistion We are absolute supporters of this proposal. We all want to travel around our community with greater safety, particularly now with the convenience of e-bikes, allowing us to leave the car at home. This is a vital link of the beaches for residents. We have been surprised at the animosity a small number of people have shown, suggesting they represent the community, to this proposal. We fully support the councils plans and look forward to seeing it once completed.
YS469	The bus stop outside Harbord Public School will be a potential accident spot, with children milling around the bus shelter, and with bikes riding touching-distance past them. Could the bike path go behind the shelter instead? Speak with the bin collection drivers and seek their input. Ultimately, if it doesn't work for them, it doesn't work for anyone.
YS470	The idea and objectives of the project are sound, but it seems executing the idea is problematic. The project is already 24 months old which indicates the difficulties, and the fact that significant construction of the prior design was completed before having to be halted does not create much confidence. This can occur when trying to retrofit ideas into existing roads. Based on the negative impact the partially constructed prior design created, I'm concerned at similar/greater negative impact from the latest design if implemented. Oliver St/Bennett St is one of the few main roads through the Freshwater/Curl Curl area, and was built as a through-road. Hence, quite rightly, significant traffic uses the road. It is reasonable to expect that traffic flow through the area will be negatively impacted by the project, and so you will see greater traffic build-up than currently. This will be problematic for residents along the route, and residents that use the through-road to get to/from their nearby homes. It feels like the negative impacts of the project outweigh the benefits, and so one might question whether it is reasonable for the project to go ahead. Based on this, the project does not have our support.

GOLD VERSION

Reference	Verbatim comment
	Also of note, in the design, in the image renders for the Oliver St/Wyadra Rd intersection, for traffic on Oliver St, the image shows a dedicated right-turn lane when going North, and a dedicated left-turn lane going South. This has the potential to cause significant and unnecessary traffic problems. As an example, when the lights go green for Oliver St traffic, and you're travelling North, if there is someone who wants to turn left and they can't due to pedestrians crossing Wyadra Rd, then you must sit and wait (with traffic building behind you), and there could be nobody in the right-turn only lane beside you. You're stopping that right-hand lane being able to be used to go straight ahead. Similarly, when the lights go green for Oliver St traffic, and you're travelling South, if there is someone who wants to turn right and they can't due to pedestrians crossing Wyadra Rd or there is oncoming traffic preventing them from turning, then you must sit and wait (with traffic building behind you), and there could be nobody in the left-turn only lane beside you. You're stopping that left-hand lane being able to be used to go straight ahead. Hence, suggest these dedicated right-hand and left-hand lanes should not be implemented due to the considerable impact on flow on Oliver St through this intersection.
YS471	I'm concerned that the bus stop outside Harbord school is going to result in people absent-mindedly stepping back into bikes coming along the bike lane. I'm concerned that the bus stop outside Harbord public school is going to result in people absent-mindedly stepping back into bikes coming along the bike lane. This is a collision waiting to happen. A design like The Bennet St bus stop would resolve this. If that's not possible could there be a step which is a physical and visual reminder of the separation, else some other sort of visual reminder? CBD bike lanes have kerbs which work well.
YS472	-
YS473	These changes are a vast improvement particularly as they address the strange and unsafe vehicle parking / bike use in Oliver St.
YS474	Could removing more parking so that there can be more plants be considered?
YS475	Slower speeds for the traffic like Manly area!! I really hope council moves forward and delivers this upgrade, it would be a great improvement to our whole community!
YS476	This project looks fantastic! Creating safe space for the increasing number of people, especially school kids, who do (or want to) ride and still fitting everything else in well is amazing. I love the look of it, especially all the safer crossings. I don't live in the area myself, but I have two nieces who live nearby and I strongly support this project so they would be able to ride in safety.
YS477	I think this will be great but residents will need options while building is underway. I'm a huge supporter of this as it will greatly positively impact me especially since I ride down Oliver street going to school.
YS478	Regularly returfing our streets More lighting at pedestrian crossings and islands at ped. crossings More council maintained garden beds lawns along the street

GOLD VERSION

Reference	Verbatim comment
	Currently no issues with access so just leave it alone Senseless waste of money changing something that is not broken. Please don't waste our money!
YS479	I would like to continue parking my camper trailer on street parking outside [redacted]. Moving it somewhere else in Freshwater or Curl Curl is very difficult. Thanks [redacted]
YS480	The bike lanes collide with the car parking
YS481	Please make the area 30lm.
YS482	Hi. why have you allowed public parking on the bend on the Oliver St and Bennett St intersection. presently three ignorant persons have parked or abandoned their caravans here. so dangerous. In fact , why are they allowed to park on any of our streets ? [redacted]
YS483	Wider bike paths, people on cargo e-bikes need a wider passing zone.
YS484	please make it safe for on street parked cars to open doors & enter/exit vehicles, maybe reduce speeds along all these street lanes. Use big signs to warn road users of parked vehicles. Remove raised obstacles where cars are parked. please make vehicle lanes wider. But don't remove further parking. Remove/reduce/flatten raised split kerb's to increase width, will help bike/parked car lanes by increasing flexibility to avoid collusion. can you please make it safer to exit/enter driveways, use large signage to notify people about driveways & more importantly remove/flatten any raised obstacles near driveways to allow flexibility to avoid collisions & avoid entering directional lanes
YS485	Better pedestrian crossings Pedestrian crossings. That is all we need here, the bike lanes are not necessary, I am a cyclist and it's super safe to just cycle on the road. It's not safe to cross the road in many places, especially the ones close to roundabouts, as cars come around the corner super fast, and you can be half way across the road until you even see them, and then they have to slam on the breaks. I am a very fast walker, and it's still not safe, but must be a big problem for older/slower people and people with babies in prams. This is all we need.
YS486	The most important part would be to make it easiest for residents to place their bins out so that these don't block the path at all and so that people are able to freely leave their driveways. My suggestion on this would be to place the bins on the median strip. A waste management worker would then manually move the bins to and from the road to the truck.

GOLD VERSION

Reference	Verbatim comment
	I think the proposal is fantastic and a great investment into the safety and care of our children and community. Thank you! Now please make all roads within the Freshwater basin 40 speed limit!
YS487	-
YS488	See below The design requires a double crossing at Brighton and Oliver and all bike path users must cross at this location. This is just past the Bennett St curve. This is a highly used turning point, and a pedestrian crossing at this location was killed in recent years. I query why the bike path switches sides of the street at this point when it could simple continue on the Southern side of Bennett St, with bike riders crossing Bennet St at the Park St intersection where there is already a crossing. This seems to me to be safer and easier for pedestrians and cyclists, and create less of a traffic bottleneck than the proposed design.
YS489	-
YS490	Just let residents know in person showing them where to put the bins and it should be all good I strongly support this proposal. Most people in the Northern Beaches will only ride a bike if they feel safe to do so, which is what this plan does by having a fully separated cycleway rather than on-road. It will help me get around the Northern Beaches and introduce lots of new kids and adults alike to the joys of getting around on 2 wheels, improving their mental health and social outcomes like it has for me. While I strongly support the proposal, here are some things that could make it even better: - Replace use of shared paths with separated cycleways where possible - Ensure that corner radii for car drivers at intersections are tighter, to reduce people making a turn over the cycleway at speed But overall I really support and am very excited about this proposal, the majority of the community will be able to enjoy it once it's built, even if they aren't currently bike riders. Build it and they will come!
YS491	All of it you are trying to achieve to much and it has little integration for other road links in the northern beaches By keeping it as it is now after the debacle of the said improvements By not doing them By not do the changed plans The issue is that there are too many stakeholders that you are trying to singularly trying to accomodate. The parking needs to be close to the curb side. By taking more of the council nature strips and creating cycle paths and pedestrian may help create more space. Restricting parking of caravans and trailers boats etc. Make the area no parking for cars .
YS492	Cycle lane on each side, painted bright green.

GOLD VERSION

Reference	Verbatim comment
	Lighting, continuous path with crossing the road and painted bike lanes. Islands where crossing are. Better lighting and zig zag leading up to crossings. Remove concrete barriers from south end of Oliver near shops.
YS493	By making it mandatory to dismount bikes at pedestrian crossings by the use of zigzag fencing at both ends of the crossing. Too many pedestrian crossing enable bike riders to fly straight out of a park path onto a crossing giving no warning to car driver
YS494	original street lines were better. Paint bike lane green would be good for safety Paint bike lane green. Have separate bike lanes on each side of the road Do not put concrete boulders to separate bike lane
YS495	-
YS496	separate bike path should be removed in Oliver St, and remain shared car/cycle road with speed limit reduced to 40km. In the proposed scenario street becomes to small to accommodate traffic, resulting in traffic not staying in their designated lanes. Really like the pedestrian crossings, they will greatly improve safety and slow down traffic. Reduce speed limit to 40km. Right turn Bennett street/Oliver street bend into Bennett Street direction Harbord Bowling Club is a dangerous turn with no good overview of oncoming traffic. Pedestrian crossing there needs to have space to at least allow for 1 car to wait for pedestrians/cyclists crossing.
YS497	Fabulous thanks
YS498	-
YS499	30 zone for traffic
YS500	Dual lane bike lanes are silly and riders going north will likely use the left side of the street. Dual lane bike lanes are silly and riders going north will likely use the left side of the street. Having a bike lane on either side of the street would be safer and better utilised.
YS501	Absolute rubbish. There is no option to object to any of this with those questions. This design is the same as the original with pretty pictures, dangerous and unnecessary. Local residents wish to keep existing bike lanes with enhanced signage and visibility.
YS502	Gives safe access to many schools esp high schools in the area. Will hopefully assist in reducing the "school run" traffic. I support this change wholeheartedly.
YS503	Car doors opening on people riding in the city bike lanes are common. Not sure if this would also be a problem on this bike lane?

GOLD VERSION

Reference	Verbatim comment
YS504	Early and frequent communication, via multiple targeted methods, including phone calls, physical visits, and addressed letters will help ensure resident is aware of the changes well before they're implemented. Managing the change well will result in a successful project. Overall great design and initiative! Well done council!
YS505	These proposals for improvements for walking and cycling, making non car movement along the streets a viable option are welcome and very positive. And they look good too. Well done Northern Beaches. You have my support.
YS506	This is going to be difficult for elderly residents. The location needs to be very clear and easy to locate This is much better than the current situation. Education for children on e-bikes needs to be part of the proposal, these bikes lanes a great but now it will give teenagers a false sense of security, they can still be hit by cars pulling in and out of drive ways.
YS507	The believe this makes cycling more accessible in the area and provides an aesthetic look to the neighbourhood.
YS508	Wider cycleways to allow for overtaking and social cycling as well as provide more error space for newer cyclists. Traffic lane widths should also be minimised to provide more traffic calming. Potentially having the bins collected from kerbside for the first few months of operation and then working with each household individually to understand how to place bins for collection will be beneficial and an easy-step into them doing it themselves (i.e. short term cost for long term support by residents) This protected cycleway is a great idea and will help towards better mobility outcomes for all users, especially younger members of the community that normally rely on their parents / guardians and others for transportation. This will allow all members of the community independence in mobility leading to more equity regardless of age and ability.
YS509	Highly supportive of this piece of active transport infrastructure being built
YS510	I fully support this proposal. It's so important to get our kids walking and riding to school and other activities and for us to know they're safe doing it. I really like that there is more space for pedestrians now too with crossings and because people who were riding on the footpath because they were too scared to ride on the road are now able to use the cycle way. The narrowing of the general car lanes is also welcome to encourage safer speeds for this residential area. I recommend council also implements a 30km/h speed limit in this area to make it safe for people outside cars to cross and move into general traffic lanes when needed. The reduced noise will also be a benefit for anyone outside a car too.
YS511	-
YS512	This is a great project. Good to see council doing more to support cycling.
YS513	Widening bike paths and slower speeds for cars.
YS514	-

GOLD VERSION

Reference	Verbatim comment
YS515	Wider bike paths, narrower traffic lanes. Why have the traffic lanes been widened and not the bike paths?? Slower speeds...30km/hr like Manly would be good.
YS516	Wider bike paths please. Remove more car parking and reduce traffic lane widths. More large trees for shade!
YS517	Thanks for sharing the revised plans for the cycleway. We live [redacted]. I am a cyclist, as are my children. Plus we have one family car, but my eldest child is now driving and we are likely to have 2 very soon. Our driveway is only big enough for one car. A few problems I see with the plans: >> Not enough public parking on the street, given most families have 2 cars in the area. Plus in summer, even less public parking will lead to crowding with out of suburb visitors looking for spots when they visit the beach. >> Requirement for cyclists to cross driveways repeatedly when cars will be reversing out faster, with further to go to reach the road. >> Need to take all waste bins across the cycleway every week, posing hazards for cyclists and pedestrians and those putting out the bins. We cannot rely on the low-care refuse collection guys to place bins back away from cycle paths! >> The concrete raised barriers currently in place are horrendously dangerous. They cannot be seen easily at night, they have vertical leading and trailing edges, which destroy car and bike wheels when impacted - at the very least for safety they should have sloped front and rear ends. They appear at random intervals and without warning. It is dangerous if riding at anything like a decent speed 25-30km/h, which strong cyclists will consistently do. They are also in just an isolated section of the Oliver Street area - this must be removed ASAP. >> The lane markings and road centre markings are horrifically confusing, especially in the morning or when the sun is low heading north along Oliver Street. Drivers cannot tell the difference between new white markings, and painted black old markings. They both shine or reflect when wet or with a low sun angle. Things I like: >> Grippy surface coating for the bike paths, minimising slipping risk. >> Bright green cycle lane markings are hard to miss by cars. >> More pedestrian crossings at busy intersections on road curves or corners with poor visibility. I hope these comments are taken into account by the planners and a new way forward is agreed soon, as the current state of affairs has negatively affected our quality of life at this end of Oliver Street.
YS518	Leave it as it is, the narrowing of the roadway WILL affect the response times of emergency vehicles. As a current serving officer in FRNSW I know for a fact

GOLD VERSION

Reference	Verbatim comment
	Stop this farce, safety will be an issue with electric bikes loaded with 13 year olds ignoring bike lanes Put this on less used roads, this is a major traffic path LEAVE IT AS IT IS, parking is an issue now don't make it harder The [redacted] Garbo won't put the bin back in the same place ! They drive a couple of meters now and put our bin in the neighbors driveway as it is I have 38 years as an officer in FRNSW, I work in North Sydney where the bike lanes ARE an issue with our response to emergency calls and the same will happen here. People (kids) on electric bikes don't follow the rules now, you expect them to follow bike lanes and not use the shortest route? Please don't force "Clovers Folly" on us here. Doesn't the traffic debacle in Dee Why at the beach show it's a major issue. I have just returned from my face-to-face meeting with council at Harbord literary institute. I posed some questions and concerns that could not be readily answered and that astonished me regarding a project of this magnitude that to date in my opinion has been handled badly and wasted a lot of funds that as taxpayers we hope are used effectively and judiciously. My questions and concerns will be listed below but first a little about myself. I am a [redacted] in FRNSW with 38 years' experience, I have lived and worked in the Freshwater/Curl Curl area all of my life and am well aware of the local area in regard to response to emergency incidents. My concerns regarding the cycleway are from a safety and risk analysis point of view as well as the effects that it will have primarily on the stakeholders along the route in the first instance and my residence and family secondly. When I pointed out that the narrowing of a major road would affect the response of fire appliances due to the fact that at 3 metres wide mirror to mirror there will not be a lot of room for safe passing, they didn't have a reassuring response to that. Emergency appliances use major roads to get close to emergency incidents before using back streets, being ""bottle-necked"" on Oliver/Bennet Streets and in the future Adams Street will affect response times. The other issue is that the extra width of a cycleway then garden/parking will mean that aerial appliances (ladder and hydraulic platforms) used to access upper levels and roofs will not be able to get close enough to operate within their field of operations. In laymen's terms they won't get to someone on upper levels to save them or fight a fire!! The other issue I believe is not safe is the funneling of riders down Park St to access the beach via either the concrete path on the southern side of the lagoon, or over the wooden lagoon bridge past the playground near the netball courts. I walk my 2-year-old granddaughter down to the playground often and have lost track of the number of times she has nearly been hit by bike riders that refuse to slow down or even ring a bell

GOLD VERSION

Reference	Verbatim comment
	on approach. This is mature cyclists as well as the 13-year-olds two or three up on an e-bike doing 30 kph. Increasing the traffic WILL NOT HELP. Can you imagine the damage to a small child or an elderly person if struck? Where is the risk analysis? The council representatives today did not really fill me with confidence regarding the above. When I asked about where the displaced cars, boats and caravans currently parked on the route would go due to lost parking the response was they will have to utilize side streets ! Not great plan as you can only fit so many fingers in a glove. Tell that to the person carrying a weeks shopping and kids from ""round the corner and down the street"" I fully expect that my email to council will go unanswered and be deleted which is a shame and council will ram this through and wait for us to shut up just to get our version of ""Clovers Folly"". It is such a shame that we are not being listened to.
YS519	-
YS520	-
YS521	-
YS522	The whole stretch could be separated bike lane, and the bike lane could be wider Individual house visits and flyering would be effective, but it's also absolutely fine that there be some teething issues. People will adapt This is a really fantastic bike path that's going to make a really great contribution to the area! It's going to wonderful when I visit the area in my cargo bike with my son!
YS523	Sounds like a good bin collection plan and roll out. It looks amazingly well thought out and planned! Let's get it done, get the bike path in and connecting to the other sections. It keeps kids safe and on bikes! Desperately needed on the beaches, yes, yes and yes! Well done NB council!
YS524	-
YS525	I strongly support this upgrade. It will significantly improve cycling along this important corridor and will be a much safer alternative for linking Curl Curl and Manly for cyclists than current options.
YS526	Can you add some Klemmfix or similar reflective barriers to the ends of each bike lane divider to make the barriers more visable to drivers and pedestrians It's great to see this back on track finally! I am very supportive of this project. The new plan is a bit of a compromise but will make it much safer for families walking and cycling in Freshie. This road is currently very dangerous for pedestrians and cyclists. People drive through at high speed and around the many roundabouts, often without signaling. It makes it a stressful environment for kids going to school, to sports or down to the park. I was supportive of either a shared path or a separated and protected bike lane; this seems like a hybrid. Reducing the speed and calming the traffic will be essential in making this project a success.

GOLD VERSION

Reference	Verbatim comment
YS527	have you considered removing the new raised kerb dividing the green lane to black lane to allow widening of all lanes and make it safe to use the road. Use colour on road, eg green = bike lane, black = motorists other colour for parking spots and bins. history tells us projects like these fail without full support of all stakeholders including affected residents and road users, so you better get this one right if you want to continue rolling it out. While I don't live in the affected area, I do drive down oliver and bennet street weekly & ride my bike on weekends. I can see safety problems everywhere with small lanes on a busy road making it super dangerous to avoid parked cars and vehicles in the opposite direction, no signage approaching parked cars or these new raised kerbs - remove these kerbs, widen all lanes, opening car doors will always be an issue no matter what side. Many times it's chaos already on this stretch of street in the afternoons and when cars are leaving driveways. Surely you must have seen this. Fix it.
YS528	As long as you communicate effectively (e.g. put out flyers, provide info on the web, provide a specific date for change) then people will adapt just fine. It is so wonderful to see council rates going towards projects that make the area more pedestrian and bicycle friendly. Great active transport options and removing cars from our suburban roads are goals we should be striving towards in order to improve livability in suburban areas and social cohesion.
YS529	The entire design is inherently unsafe The road isn't wide enough to accommodate two lanes of main road traffic and a dual lane cycleway. This was entirely obvious from the first attempts at remarking lanes (multiple times) and the parking barriers. Fancy artist interpretations don't fix the limited road width. Unless there is significant extra width reclaimed from the verge and footpath on one or both sides, the entire design is inherently unsafe. You are trying to force a square peg into a round hole and the local community is the one who has to bear the brunt of this ongoing foolishness.
YS530	You have a bus stop that is in the middle of a bile lane which makes the bike lane unusable whenever a bus is stopped there. There is no where for parents to pick up children from the school. Bike lanes on both sides of the road make no sense Bike lanes on the side of the road they should be. No busses crossing bike lanes. Wide enough lanes to overtake busses that are stopped Bike lanes need to be consistent. If I am travelling on the left side of the road and the bike lane ends I then abruptly need to get to the other side of the road. Which means people will not use the bike lanes making them a huge waste of space
YS531	More trees and shading

GOLD VERSION

Reference	Verbatim comment
	Complete support for safety and bicycle paths. More landscaping and trees for urban shade/cooling/natural wildlife and habitats. People need to change their habits and reduce their dependency on vehicles
YS532	The proposed redesign is still narrowing the road. This will make it to narrow once again for the larger sized vehicles like the hundreds of buses and trucks that travel down Oliver & Bennet Streets. Widen the road!!!! The road needs to be wider. The proposed update does not take into safety of wider larger buses and trucks on the road. The road should be widened to accommodate a separate bike lane. Finally the Council is listening to the residents that live and drive on Oliver & Bennet Streets every day. A serious thank you to council for listening to the community to stop the previously poorly planned internally developed scheme. Whilst this updated proposal is better, the proposal still narrows the street and will create an increase in accidents due to the large number of busses and trucks that travel down this road (we need the council street planners to watch what happens when a bus is going in each direction when the road is so narrow at it's current size--before council reduces it further). If Council wants to add a separate bike lane (which is a good thing and we support), they need to widen the overall street as well--NOT narrow the street to squeeze in a bike lane. Why are the curbs and the council land on both side of the roads not being used to widen the road. When council tried to push through the previously poorly planned narrow road this resulted in numerous close calls in vehicle collisions that were narrowly avoided. The other consideration is for the residents that have to back out of their driveway around a bike lane onto a narrower street. This will create additional risks and increase the likelihood of an accident. I recommend that we get the Council planners to park their car and try to back out into a space this tight and see how they would feel doing this every day. Please accept this submission as evidence that the Council was informed of the likely increase in accidents due to the narrowing of the road and accept the liability for making a short term decision. We appreciate the opportunity to provide feedback and do support a bike path, we just would like one that is designed to be safe for both bike riders and people driving. I am writing to you out of concern for the poorly designed and proposed cycleway that Council is putting forward in the Freshwater to Curl Curl Connectivity and Streetscape Upgrade. Although our property is not directly impacted by this new proposal, we have taken the time to study the designs and the way that they have been currently drafted is not what the community has asked for and we believe creates such a large increase in safety risk that it outweighs the benefits of trying to put in a cycleway. As a family, we are all cyclists and with 3 kids we enjoy being able to have a safe bike ride and applaud Northern Beaches Council's desire to improve the safety and sharing of cycleways. Unfortunately the designers have once again put together something that will increase the likelihood of vehicle accidents due to the narrowing of the road. We unfortunately have experienced what it is like when this road is too narrow when the council charged ahead with plans that were not submitted or put to consultation to the community and the initial works were deemed as dangerous and halted in June this year. I also thank the council for listening and

Reference	Verbatim comment
	putting in a number of community consultation touchpoints to allow the community to view the updated plans and for the community to provide feedback. The 'Your Say' Council website area is a good communication platform to allow NB Council to share projects with the community and gather feedback. Unfortunately this project has prompted me to communicate in addition to the website because of its importance. At first glance the cycleway looks positive, however trying to put in a dual-lane cycleway as proposed will reduce the road width beyond the state government recommendation of 3.2m. With the large number of buses that travel down Oliver and Bennett Streets, this means that when a bus stops at a bus stop, it will create traffic delays as well as increased risk of accidents. The Oliver to Bennett Street curve as proposed in the design will dramatically increase the risk of vehicle accidents when 2 buses or large trucks are traveling in the opposite directions and have to navigate a bend that is below the recommended state minimum. In addition, for any homeowner that will be backing their vehicle out of their driveway around the cycleway barriers with this reduced road width faces a very difficult and dangerous challenge. Due to the length of most cars (not to mention SUV's) and the angle required to turn around the proposed cycleway barrier it will become a very difficult turn to make--especially with the large traffic congestion that currently occurs during school hours. I would love to have the council members come down and attempt to safely back a SUV out of one of these driveways to see what needs to be done to safely navigate into the road around the proposed cycleway barrier. Unfortunately the proposed updated design will create more traffic issues and increase the likelihood of accidents. I have always been a strong supporter of Northern Beaches Council, especially as it has very successfully navigated past the issues from the previous Warringah Council. I also actively support more green space and more safe areas for pedestrians and cyclists. Unfortunately the proposed Curl Curl Freshwater Connectivity & Streetscape Upgrade does more harm than good. Please listen to the community and vote to cancel this new proposal.
YS533	-
YS534	Reduce speed limit on Oliver St to 30 kmph. Make lanes wider by getting rid of more parking. I think generally the road is too narrow to have two lanes of parking, two lanes of traffic, a bike lane and a footpath. I think generally the parking should be reduced so the lanes can be wider. I think the bus stop at Oliver and Wyadra intersection (No 6 on your map) looks dangerous. I expect when the bus arrives at the stop, drivers will try to pass the bus by crossing double lines on wrong side of road. This is a very busy spot at school pickup. Being right next to traffic lights and at the crest of a hill i think it looks dangerous. Perhaps it could be improved by getting rid of parking on other side of the road in order to create the space so the bus can pull off the road. The Bennet bus stop also has this problem although the spot is not quite as busy with children and school. In general i think parking should go if safety can be improved. Also will Oliver St be 30kmph. I think the way you have to weave around to drive down the road is quite distracting for a driver. It can take your attention away from noticing the pedestrian crossings and the pedestrians. So i am suggesting a 30kmph speed limit is appropriate for such a busy traffic solution.
YS535	Creating this shared zone between pedestrians, bins and cars crossing driveways will be more dangerous than is currently the case. The previous bike paths were more than sufficient. Do not make pedestrians cross the bike path and make cars do the same.

GOLD VERSION

Reference	Verbatim comment
	Put the road back how it was, you do not own the infrastructure, you are merely charged with taking care of it reduce speed on oliver street to 40Kph HI, As a long term cyclist and somebody who has used this route for many years on a daily basis the changes will not make the roads safer or more used. The old bike lanes were fine. Having this barrier to move cars into the road means there will be more people walking across the bike path to get to cars and doors on the passenger side (which are often not checked by the occupants) will be swung open into the bike lane. The proposal also leads cyclists onto roundabouts on the wrong side of the road. If we want to increase safety we need to do the following: 1. teach kids to ride at a young age (in UK when i was young you could only ride to school after passing the cycling proficiency test which was a practical test which taught really good skills) 2. reduce the speed to 40Kph on oliver street 3. remove the current concrete blocks in the road which are a reckless indulgence and whoever put them there should be made legally accountable for any accidents 4. Stop kids removing the speed limiter on the heavy electric bikes, I regularly see them doing 40Kph+ (maybe an education program to parents about their liability if their kids hit somebody)
YS536	-
YS537	I don't like the bus shelter on oliver St at Bennett St being on the road side of the bike path , is it safe for young kids waiting for school buses. Harbord public school bus stop on oliver St is very busy during peak school times with foot traffic entering and exiting the school. Is it possible for the bike path to be relocated to the western side in front of Ray white..
YS538	See below See below See below An issue which I neglected in previous feedback was that buses turning left from Wyuna ave into Oliver Street (as we saw before line markings were reinstated back to what they were originally) need to go on the wrong side of the road into oncoming traffic to get around the corner. On coming traffic would then need the bike lane to avoid the bus. Hopefully there are no kids on bikes when this happens. I have already provided feedback but on looking again your photos indicate there is no parking on the Eastern side of Oliver street between Wyadra and Wyuna however your map indicates a purple line meaning there is parking.

GOLD VERSION

Reference	Verbatim comment
	This is very confusing plus it states we are during an extra 2 parking spots. I just don't get it & am seeking clarification. An issue which I neglected in previous feedback was that buses turning left from Wyuna ave into Oliver Street (as we saw before line markings were reinstated back to what they were originally) need to go on the wrong side of the road into oncoming traffic to get around the corner. On coming traffic would then need the bike lane to avoid the bus. Hopefully there are no kids on bikes when this happens. No ability to pass a bus when picking up & dropping off passengers along strip proposed. Would be stuck behind bus from Wyuna to Park st.What is proposed speed limit. Crossing on Cnr Brighton & Oliver dangerous. Cars fly around corner heading south & "bang" they hit a crossing which could have elderly & kids on it. Has a review been completed of accident on this intersection in the past. Serious cyclists have voiced they won't use the path. Therefore they will remain on the road causing more issues. Unsafe reversing from driveways..traffic, buses, bikes & pedestrians. Who will ensure the bins aren't left in the cycle path after collection Street is not wide enough for passing buses with many strips below minimum requirements. Too narrow to be safe. Riders will continue to ride on the western side of the road where there is not bike lane causing more issues. And teenagers will remain on the footpaths on their e-bikes with no helmets. Unable to exit car when parked on west side of the road. Unable to exit driveway safely when watching for pedestrians, bikes, buses, cars. It appears obvious that the council has not listened to Community feedback. Will the entire strip be resurfaced? I will not be reelecting any current Councillors within our ward.
YS539	By not obstructing drivers view with unnecessary additional road cloggers! Smaller waste collection vehicles with better trained drivers with brains and more technical operating skills. Council has to work in conjunction with State Government to improve roads and public transport for car and bus drivers. Enough with this utter rubbish of cycle lanes. It won't work here. An unnecessary expense to ratepayers with no real social return on investment.
YS540	I think you have a good balance of disruption vs progress. Well done!
YS541	-
YS542	Remove the bike lanes on Oliver Street

GOLD VERSION

Reference	Verbatim comment
	Remove the bike lanes on Oliver street Cancel the whole project Why should rate payers be paying for this nonsense we should receive the services that all other Northern Beaches rate payers receive for bike lanes that no one will use. This is wasting rate payers money as no one will use the bike lanes. Also, this will cause traffic congestion and reduce parking for local residents. In addition this cause potential more problems for local residents with bin collections. Considering one uses the bike lanes on Allambie Road and Dee Why this should be clear indication that this is a waste of money and makes things worse for residents and traffic.
YS543	Less parking, wider bike paths and buffer width. Allocating road space according to user vulnerability. Wider bike paths and buffer to minimise conflict with cars/car doors. Slower speeds down the street - 30km/hr speed zone - please refer to the updated Speed Zone Standards. Wider turning radii for the bike paths when they intersect with the shared path. More canopy trees. Better lighting at night. Intermittent planting of these in the parking bays, or removing parking and planting in the wider buffer. More pedestrian WOMBAT crossings of Oliver St, particularly at intersections. Continuing the cycleway to Curl Curl along Griffin Rd and over to Dee Why Strand. Please talk to the City Of Sydney to ask how they service bin collection on streets with bike paths. I would like to see the cross-section of this proposal to better understand the bike path widths. But regardless, please, please hold strong and deliver this much needed piece of cycling infrastructure. The street should be a place that is shared by everyone of all ages, not just cars. Please consider a wider bike path and buffer even if this means removing car parking, for the safety of the most vulnerable road users. Lot's of children will be using this cycleway so it is important that the design is child-friendly at it's core. This includes mitigating risk of kids being exposed to fast-drivers and car doors. Traffic calming measures should be paramount in addition to a 30km/hr speed zone and, please, consider a wider bike path and buffer. Also, I would love to see this cycling link extended along Griffin Rd and to Dee Why Strand bike path!!!"

GOLD VERSION

Reference	Verbatim comment
YS544	Please provide a wider bicycle path with a significant buffer that prevents bike riders from remaining in the parked car door zone. Remove parking and provide more street upgrades such as additional tree planting. Also, with so many schools around, please reduce the speed limit to 30km/h. No but once they realise the positive benefits a cycleway provides, they won't be worrying too much about where to put their bins! Every resident on this street has off street car parking. Please remove car parking spaces next to cycleway and widen the bike path and footpath, creating a better place for all residents that pass through this public land. I wholeheartedly support Oliver St's upgrades. It's really important that they are completed well and with the minimum requirements set out by the City of Sydney and Transport for NSW's cycleway design toolbox. Please ensure the buffer between the traffic is 0.4m - 1m and maintain pedestrian and bike rider priority at intersections. Now let's get out and build it and get going on the next one! Thanks for all your work!
YS545	There is not enough room on Oliver street for a double cycle lane. The cyclists won't use it anyway!!! The first attempt was a clear indication that this is not going to work. It's not safe, it's a busy road. Also please do not take away street parking for something like this, it's hard enough to park on Oliver street as it is.
YS546	Revert to original position to reinstate parking, widen roads and make access to bus stop safe Revert to original Oliver street design with widened roads. The current lanes are too narrow and dangerous The bike lane creates increased risk for residents leaving their houses with bike riders going both ways I live in a street off Oliver street and as an affected resident am strongly against the proposed changes which I consider dangerous to residents, drivers and pedestrian. Whilst the bike lanes would increase bike usage this will be for a maximum of 1-2 hours a day and for the balance of the day the driving conditions on Oliver Street will be negatively impacted. It doesn't make sense to me to impact the majority of users of the roads for a minority users who use the roads for a limited period of time each day.
YS547	Wyuna to Oliver street should also get a pedestrian crossing plus the green bike lane should continue We really hope you continue with your plans. Having two kids walking and biking along oliver street daily. It would be a welcoming improvement for us. Please don't listen to the anti bikers. There too many young people on the streets with ebikes now. They go all over the place and ride

GOLD VERSION

Reference	Verbatim comment
	on the foot bath as it is the only half safe option. With a nice bike lane like this, most people will be happy in the long run. The current situation since you have stoped the work is really bad as there is no more bike lane. Cars drive like crazy and don't look out for bikers or pedestrians. Please consider making this changes as soon as possible, before something will happen. Greetings [redacted]
YS548	Continue the bike way all the way to Manly and DeeWhy to connect the two. After an initial period of disruption everyone will get used to it. This is progress. Great work.
YS549	Bike lanes should weave behind all bus stops as indicated in some images and not others, much greater safety for pedestrians and less disruption for all. Improved access for bikes to cross streets, minimising the zig zag from bike lane to shared path and creating additional conflicts. Full physical separation for bike lanes instead of paint indicated from some images This is truely excellent, only let down is implementation will be over 4 years from project commencement. Be ambitious with projects that are objectively beneficial and don't cave into the vocal minority around trivial issues.
YS550	More landscaping. I think while a change, with proper communication it is a good solution. Good communicate and change management would help. I believe the proposal is the best way forward. Well done on having the vision and foresight to make such changes.
YS551	Much improved plans. Thank you
YS552	Need crossings on both side of wyuna and Oliver - lots of kids walk on the western side and this is a dangerous road with buses turning. Pedestrian crossings are also needed on the intersection on the western side of Wyuna and Oliver st and Wyndora and Oliver street. This is a very busy side for kids walking to both local schools and the crossing of these streets is very dangerous particularly with the buses turning out of Wyuna onto Oliver and cars racing down Wyndora to the beach. There are a lot of cars turning into these streets at school pickup time trying to park. Even though the bike path is not on the western side adding additional crossings would improve safety significantly for children in the area and increase substantially the number of local houses that can walk to school via a crossing or lights.

GOLD VERSION

Reference	Verbatim comment
	These streets are extremely busy during events like Halloween with thousands of kids in the area crossing these intersections. I remember a child got hit by a car at the Wyndora/ Oliver intersection on the western side not that long ago.
YS553	Show areas clearly on plans and mark them clearly on pavement. Love it. Thankyou for your ongoing work in creating a safer area for children and a connected cycleway from manly to palm beach.
YS554	This is a great initiative to improve safety, connection and community. Some people may be negatively impacted but we have all learned that we can't keep on doing things the same way.
YS555	Engaging local residents in neighbourhood information sessions, using photographs and other easily understandable tools, so that understanding of the new arrangements is maximised. Council is to be highly commended on the revised proposal. Sound thinking and research has been applied to address most aspects of previous concern to past respondents. The introduction of 'kerb separated' 2-way bike paths located as they are, will enable both young and older people to feel safer as cyclists and as pedestrians, and the vastly improved safety of independent access to local schools should greatly assist in reducing vehicle use and congestion in the local area. As someone who lives on a narrow block with narrow driveway access onto a major thoroughfare in Fairlight, and constantly has to address casual street parking right up to my driveway, I do not see the very minor limitations of driveway access proposed in this revised plan as of any real concern - especially since other aspects of the plan will improve the safety and amenity of all users. Thank you Northern Beaches Council for all the effort that has gone into making this important, and long-awaited link in enabling safer cycling and walking in the Freshwater-Curl Curl area. Please progress these plans as soon as possible.
YS556	Stop munching about with the road, it's not wide enough, and further 'improvements' will end up with someone killed when the mount the concrete barrier. Stop trying to shoehorn cyclists into a heavily trafficked road. Send them up the back streats Stop trying to 'please' everyone, it's a road with bus usage, fix it so public transport is easy, fix it so pedestrians are safe and stop trying to treat 2tonne vehicles as if they're small I frequent users and realize that it's a very heavingbused thorou Sack the town planners. Stop mucking up the panned roads that worked, stop spending money 'beautifying' the screen, it's needs to be functional. Recess the bus stops, straightened the pedestrian access, send bikes up a back street.
YS557	Removing the bike lane & the concrete bollards As aboveNot needed

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Reference	Verbatim comment
	Removing bollards so cars aren't parked both in the gutter and on the road Terrible design. Scary driving this road now. It's an accident waiting to happen
YS558	Dedicated bike paths on the pavement rather than road side
YS559	Many ways that don't fit on this form... Many ways that don't fit on this form... Sounds dangerous to me. The elderly crossing a bike lane to put their bins out. Absolutely ridiculous to have bus passengers cross a bike lane to get on a bus, especially outside a primary school. I am a teacher there and am highly concerned about the safety of students with that bike lane. Only last week Two teenagers on an e-bike almost took out a student as they went straight through a red light there.
YS560	Leave it. The bike lane is not a safety improvement the guttering is not safe Don't add this bike access This plan is detrimental to the community and residents. All the street on one side is removed and driveway access is hindered. This is not appealing to small businesses in the area. School pick up time will be horrendous as there is minimal street parking. Not all parents can walk to pick up there children. The gutter blowers on the edge of the lane is a hazard to children and the elderly
YS561	Traffic could be slowed at clear raised crossings Effecting access is not fair This is a very disappointing revised plan. Again the design has been created with little to no consideration to people who live on the proposed stretch of the route. It's easy to create a 'pretty' visual when not living with the results. Car parking spaces removed, parked cars having to open doors into oncoming traffic on a busy road. The poor attempt initially carried out with the new painted lines was a disaster, where I myself had several very near misses when having to swerve my car into oncoming traffic as a door was opened. This is complete overkill for something not needed. Great to have some traffic slowing measures (something I myself requested years ago) but a double lane cycle track is unnecessary and not fair to the people already living in this street. You need a reality check and not keep designing and making changes without considering real consequences. The line markings debacle was a huge waste of time and tax payers money and has left locals furious. As I mentioned previously, in the 6 years I have lived here you haven't even been able to keep a single line that marks the cycle lane painted so there is very little faith in any of this proposed development. The idea of encouraging more bicycle use by discouraging more

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Reference	Verbatim comment
	cars is also counterintuitive as it is well known there are less and less private bus services being run for people to use for commuting etc. How is one meant to travel? I am writing to complain about the proposed revised design to the cycleway from Curl Curl to Freshwater as part of the Streetscape Upgrade project. As I'm sure you are aware, the community is up in arms over this proposal. The 2 way cycle path is completely unnecessary for what is required. The revised plan simply doesn't reflect what the road is like for those that live on or use it. To follow are a series of points I would like to make: – The driving lanes are already narrow and have a cycle lane next to them to provide amble space for cyclists. The proposed lane widths (without cycle lanes either side) mean that car doors are opened straight into on coming traffic. The council has stated that people need to be careful and open doors when appropriate. What this fails to realise is that the road is incredibly busy and has a 50km speed limit so doing so is very hard if not impossible. Several years a go I complained to the council about how dangerous the traffic speeds were (my daughter was very young at the time) and was told that they are inline with this type of main road and therefore traffic calming COULD NOT be used. When the initial road markings were changed to remove the cycle lanes a few months ago there were numerous complaints about this issue. I myself was forced to swerve into oncoming traffic when someone exited their car and had to emergency stop to narrowly avoid collision. The revised plans also state that buses passing each other have enough space as there is 6 metre total space (with both lanes together) and that buses are 2.5 metres 'wheel to wheel'. This leaves 1 metre free, across all 4 side of the buses. Buses have huge wing mirrors and these haven't been accounted for. Very dangerous (to both the buses and people getting out of their cars). Have a look at 25cms on a ruler and tell me if you think this is a plausibly safe enough distance for a bus to pass by someones head?! – The 'artist impressions' provided by the council are completely inaccurate to what these developments will actually look like. If you visit the existing examples they have sighted they simply don't look like that, much worse in fact. The one part of the existing ill-fated work that had begun (opposite the gym at Oliver Street and Village Car Park Driveway) looks truly awful, so much so it looks like a mistake! The other critical point is that the condition of the new development will not be maintained. The 'greenery' has no chance of being looked after. In the 6 years I have lived here the council haven't even been able to keep the white line indicating the edge of the cycle lane painted, with many spots where you can't even see it let alone this kind of development. – The loss of parking spaces causes a big problem. To say that cycling is being encouraged over car usage sounds great but just isn't based on reality. The bus service is now privatised and has about 50% of services it used to have, and they are consistently late or don't even turn up at all. You want to have less cars then you need to provide reliable, frequent public transport. Places in Europe are used as examples of successful cycling schemes but we fail to acknowledge the incredible public transport services they have to facilitate this. All that happens is that parking is pushed onto side streets and this causes problems for everyone. For all the sporting events held in the park (which are excellent btw) it means locals can't park over the weekend. I myself don't have an issue with this as it is well worth children having the chance to participate in such great sports, but if you continue this effect for everyday life it will be intolerable. The amount of money paid to live here (which is becoming completely unsustainable) to then be told you're losing parking is so unfair. To summarise, we already have a cycle lane down each side of the road. Make an effort to keep the lines newly painted. People not comfortable with cycling in them can be free to cycle on the pavement, there's plenty of room. I myself would always want people to be able to do this and am

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Reference	Verbatim comment
	happy to move to the nature strips when required so cyclists can pass? Yes, please do build proper crossing places, (even raise them up higher than proposed to slow the traffic). As I mentioned, several of us requested this years ago and were flat refused because the road was considered a main thoroughfare and traffic planners said it wouldn't be possible. I hope I have made these points clear, thank you.
YS562	Freshwater os a suburb with growing young families. This is a great way to ensuring/increasing safety of our kids and community (specially with the increased amount of ebikes around). Many of those crossing are inaccessible and dangerous for bike and pedestrians. I feel this is a long term solution and an alternative to better commute in between the suburbs. Car parks and traffic are secondary and in time will adjust with the changes.
YS563	Making it clear where the designated locations are is crucial. Other than the residents, garbage bin crews should be educated to place it back to the same place once emptied. I support the proposed cycleway with the amendments in this version. Safer cycleways are required to encourage the uptake of more cycling - which in turn will help to reduce traffic, congestion and (noise and air) pollution in the area.
YS564	Why can pedestrians and cyclists share the same space along the Manly beachfront but not along this corridor? Turning a main corridor into a 20km/hr zone does not benefit the community Better consideration for vehicles, cyclists and pedestrians Bus shelters could be moved so cyclists go behind them, not where public is queuing Consider cycling and pedestrian on both sides of the road. Each going in different directions. Consider back streets that are quieter for the corridor as the main corridor is already busy with cars and school pickups Do you really need red roads beneath pedestrian crossings?
YS565	Slow down speed humps and traffic signage near the Bennett St curve and better street lighting near all pedestrian / bicycle crossings. No parking over designated bin collection areas in front of respective residences. 1 day a week, 6:00am to 10:00am I fully support a safer cycleway and pedestrian crossing as this is an important route to schools located on Oliver St (Harbord PS, St John) and other schools in Manly and Manly Vale (Stella Maris, Mackellar Girls). Ideally a permanent 40Km/hour zone should be implemented.

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Reference	Verbatim comment
	The Cycleway should also be extendend all the way to Pittwater Rd.
YS566	Major concern in first deign was width of car lanes. an extra 10cm to 3m - is this really sufficient?? Secondly, the design does not take into account the high volume of traffic that enters Bennett St from park Street (particularily in the netball season) Roundabout at Park St. secondly widen Street Bennett and Oliver (move curbing 50cm (25cm each side)) sounds logical, I am sure residents wont like if have to walk too far to collect Bins I believe in the proposal. Cycling is a bit part of commuting in the future. Unfortunate that road is not wide enough to do all this safely in my view - would need to spend big to widen existing street - Bennett and Oliver. I still think the Park St / Bennett St ""T intersection"" will become even more dangerous for turning Netballers/ Soccer/ Cricket players on the weekend and a roundabout at this intersection should help with safety for all users.
YS567	Allow only cars to park on the street. Other than this redesign is not needed Better stormwater drainage These changes to the street are not needed It feels like whoever designed this didn't actually speak to residents. Street parking on Bennett st is limited as it is and with these new designs it would reduce it even more. Changing the bus stop locations would also create a negative impact due to the large numbers of school students that queue for the bus at these stops the would end up queuing across the bike lanes
YS568	Remove derelict trailer parking to free up more car parking spaces for residents to share ABANDON THIS PLAN and widen the existing foot paths if you really feel a need to spend the federal money. Resurface the road to remove the confusing failed lane change attempts and restore the previous single lane bike markings on each side of the road Access' to my house: ABANDON THIS PLAN. I cannot believe you are serious about planning to move the Bennett St bus stop to the middle of the road.

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Reference	Verbatim comment
	YES, I have thoughts: DO NOT PROCEED WITH THIS PROJECT and restore Oliver St to how it was before this terrible project started. My son noted that the spaces for garbage bins allows for TWO bins with inadequate space between them for the truck arms to easily collect the bins; BUT once a fortnight there are THREE bins. Presumably you have checked with URM for feedback before presenting this current plan for the bins. STOP THIS PROJECT NOW! This is a very upsetting plan for me as a resident along the proposed cycleway and I am really angry. It will REDUCE PARKING available for residents, it will produce UNSAFE DRIVEWAY EXITS for residents and result in NARROW LANES on a main arterial road used by buses and emergency vehicles travelling at high speed. Your first idiotic attempt at re-marking the road put the drive lane right next to the parking lane resulting in my side mirror being smashed; council acknowledged this was its fault and reimbursed me the cost. In proceeding with this plan, Council will be accepting liability for ANY damage caused to my car or property. Just following on from the current email trail, my comments here may come under the heading of 'what NB council are telling us being not quite right'. You may be aware that Doncaster Ave, Kensington has been held up as a shining example of a successful two way bike lane installation in the Your Say FAQs (see extract below). Well, we were there on Saturday and I have to tell you that it has not been good for the residents living in Doncaster Ave. We were visiting friends who live in the 'non-bike lane' section of Doncaster Ave and also by chance bumped into someone we know who lives in the 'bike lane' section. Firstly, • Doncaster Ave is a much quieter residential, straight street and, unlike Oliver/Bennett, it is not a bus route or an arterial road used by emergency vehicles and local traffic to get to the beach. • Interestingly, you will see in the attached photos the lane dividers are low concrete that a car can drive over, unlike the gutter high concrete blocks already installed in Oliver St requiring red bollards to warn drivers where they are. • But, a pretty looking bike lane with no traffic does not tell the true story When we asked the person who lives on the bike lane how it is working out, he said "horrendous!" due to: • the lost parking • greater difficulty in reversing from his driveway and also dangerous because he can't see if cars are coming and has to reverse straight into the carriageway, crossing the centre line as the carriageway is now much narrower • his 10 year old son does not use the bike lane when he rides his bike to the local park • bike usage has not increased which NB council has told us is what will happen Our friends who live in the 'non-bike lane' end of the street also said: • the loss of parking has been disastrous because street parking is used by UNSW students – this is a similar situation to the visitors to our sports fields needing parking. • they have seen cars drive over the newly installed traffic islands to turn into the cross streets and some roundabouts had to be removed and replaced by stop signs to accommodate the bike lane which has made traffic worse. • they also understood that $240 million was spent on the Randwick bike lane project which would have been better spent elsewhere.

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Reference	Verbatim comment
	• they regretted not objecting to their bike lane project when they had the opportunity but had trusted their council would make decisions in the best interests of residents which we in the Northern Beaches are now learning is not always the case. My request to the councillors and council staff on this email is please do not use Doncaster Ave Kensington as justification for proceeding with the Freshwater-Curl Curl bike lane because it is false to say in the FAQs that this is a “similar project that has been successfully completed”. It is a totally different project that has been unsuccessful Hi [redacted] I refer to your email below on this subject. I understand your simplistic view is ""we sell bikes so we support bike paths."" But in this case, it is a terrible proposal for residents who live on Oliver and Bennett Streets and will be a traffic nightmare for vehicles that use this arterial road. I am not sure if you have driven down these streets recently and truly understand the implications? You mention that ""75% of local residents are in favour"" (I am curious where you obtained that statistic, who are defined as 'local residents' and if it was an official statistic based on the current proposal). I would suggest to you that 99% of residents who live on Oliver and Bennett Streets are AGAINST this project (there are 80+ people on the 'cyclewayconcerns' email chain. I am not sure of the relevance for your customers who do not live on these streets (many of who are unlikely to ever use it) to support a plan that will provide misery to residents who live on these streets and are truly the local residents for this project. The key issues are: 1) Loss of parking - would you be happy to lose several parking spaces in the street where you live? 2) Dangerous access to driveways, especially where the bus stops are to be relocated to 3) Narrower carriage ways on an arterial road used by buses and emergency vehicles that will be dangerous for people exiting their parked cars So it is NOT 'safer' as you have suggested. The safest arrangement is as it was before Council started messing with the line markings: a) Adult bike riders (and eBikes) ride on the road where there is space between parked cars and the carriage way b) Little kids ride on the footpath The safest modification of this plan would be for the bike path to run down Stirgess St to the paths that run through the park, rather than forcing it along Bennett St - did you consider that? If you agree, perhaps you could put that in your submission to council. But that does not help the poor people who live on Oliver St including elderly residents who now have to navigate gutter high lane markers to reverse out of their driveways - have you see those that are now marked by red bollards? Also, did you satisfy yourself that the width of the dual lane cycleways being proposed

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Reference	Verbatim comment
	are adequate for for two cyclists passing each other when there are gutter high barriers on each side? I am wondering, how do you know that ""similar cycleways are thriving in other suburbs"". Have you been to Doncaster Ave Kensington, which has been provided by the NBC as a successful bike lane, and spoken to the residents? We have and know TWO residents who live on that road (one on the bike path section and one further up the road) who have told us it has been 'horrendous'. It is probably too late for you to reissue your email with a more objective/balanced evaluation, but perhaps in future, could you please properly understand a proposal before rallying your customers, who mostly are not directly affected by a proposal, to support it. This feedback on your email is not personal, I will still shop at BFF but I just wanted you to be aware of how serious this issue is and how worried Oliver & Bennett St residents are. Perhaps if your customers wish to discuss this plan when they are in the shop, you could point out the pros as you see them and the cons that I have highlighted. Eg ""we support bike paths in principle but this current proposal presents issues for residents living along the route and vehicles (including buses) travelling these roads that may necessitate a revision of the plan"". I have cc'd the 'cycleway concerns' convenor and [redacted] and the Curl Curl ward councillors, including the Mayor who we are hoping will give more careful consideration to the danger issues with this proposal than you appear to have done. [redacted]: I am concerned that council will be receiving submissions IN FAVOUR of the cycleway proposal from Northern Beaches residents who live nowhere near Oliver & Bennett Streets and are unlikely to ever use the proposed cycleway. Will council take that into consideration when reviewing the submissions please, such as segmenting NB resident submissions by postcode? Regards [redacted] [redacted]
YS569	Between Oliver Street & Wyadra Avenue Intersection and Oliver Street & Wyuna Avenue Intersection, special consideration should be given for Buses - turning in and out of Wyuna. It's an already tight bend for Buses, and having both a bike path and parking Between Oliver Street & Wyadra Avenue Intersection and Oliver Street & Wyuna Avenue Intersection, special consideration should be given for Buses - turning in and out of Wyuna. It's an already tight bend for Buses, and having both a bike path and parking (with narrower lanes) would increase the likelihood of incidents between parked cars and turning buses. My ideal would be for parking to be reduced of removed to allow Buses to operate effectively.
YS570	Swapping sides of the bike line forces individuals to leave the seperated path to cross traffic.

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Reference	Verbatim comment
	Swapping sides that the bike lane operates on discourages use generally, putting people on the road or not using the path at all Building bike lanes is inevitable given the exponential uptake in cycling in all demographics. Council must ensure this solution aligns to the principles of broader Northern Beaches cycleways otherwise we risk having 100s of design variations by street discouraging use, reducing safety and increasing driver / motorist fatigue.
YS571	I love the new design! It will be a great benefit to the community The new designs look great. Much safer for cyclists and are adding more greenery to our streets!
YS572	More distinct separation to bike lane More consideration to bike lane and share path Bike lane extension
YS573	Many students and parents cross Oliver St between Wyadra and Brighton. A pedestrian crossing closer to Robert St may be more useful. Unlikely people will walk down to Brighton St to cross safely as it's inconveniently placed too far down from the school.
YS574	There are a few spots where it looks like you will be cycling against the follow of traffic with only line marking separating cars and bikes. Could you consider dropping speed limit in these areas to 20 or 40 km/hr Bins are a necessary evil. Just need to get on with it. Maybe you could consider a double collection in case someone makes a mistake the first day - so they don't have to wait till the following week. I am a resident living on Oliver street and I am Looking forward to seeing it done. I was disappointed to see it stop. The roundabout on Wyndora / Oliver is a hot spot for minor tiffs and lots of horn beeping - mainly due to people approaching it too fast. If there is an opportunity to further calming that intersection as part of these works that would be amazing, particularly people driving fast down wyndora into the roundabout.
YS575	The crossing at Oliver and Bennett is so dangerous. Vehicles making a right or left turn on to Bennett street will have NO visibility of bikes or pedestrians! This is a extremely dangerous crossing and should be moved or diverted to Brighton st. Why is this path not going up Brighton street and off the main road? Or why isn't the path staying on the other side of the road until a crossing with clear visibility is possible? The crossing proposed at Oliver and Bennet is so dangerous making a right or left turn from Oliver street extremely dangerous. Bikes and pedestrians will be traveling from a wooded and concealed path with no vehicle visibility.

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Reference	Verbatim comment
YS576	-
YS577	your plan to remove parking in the area does not consider the needs of local residents. these are parking spots actively in use, where are we supposed to park? 150m from our own house if we're lucky? deviating traffic to the portal on the northern side of Weldon oval would keep bike traffic off the main road while reducing impact on traffic. As a resident who lives close to the bend on [redacted], reversing into our driveway is already a challenging task. if you removed the parking spaces it would involve reversing into blind oncoming traffic. based on the provided drawings your proposed bin collection locations do not appear to contain enough spacing for three bins and the council required 1m spacing between bins. doing so will place bins dangerously close to parked cars which could lead to damage. This proposal does not seem to encapsulate the true needs of the residents directly affected by the plans. It also doesn't seem to make use of quieter back streets such as Stirgess avenue that is already commonly used by people to enter the Curl Curl bike paths. I believe that the separated bike path could work on the straighter sections of road on Oliver street but I do not believe continuing eastbound on Bennet street is the right decision and is actually making the area more dangerous for residents.
YS578	The shared pedestrian / cyclist crossing after the curve of Bennett St should be located on the southern side of Brighton St, giving more time for cars to slow down. This curve has poor visibility and Street Lights over pedestrian crossings. No parking on designated bin collection areas on a specific day and time of the week. e.g.: Wednesday - 6am to 10am "Curl Curl-Freshwater Connectivity and Streetscape Upgrade" I fully support this proposed cycleway because Oliver St is an important route to students and local residents. A safer cycleway will encourage more people to user their bikes instead of their cars. Cars already take a lot of urban & amenitie space from our cities.
YS579	The changes which have already taken place are impacting safety getting into and out of parked cars. It is more dangerous to open a door with oncoming traffic and must be difficult for parents with babies in car seatc

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Reference	Verbatim comment
	Put the cycle lane on the outside of the parked cars rather then between cars and driveways. I am both a cyclist and vehicle user and I would consider the current plans along Oliver Street quite detrimental to the safety of both. Cars can't see oncoming traffic coming out of driveways,and may also miss seeing cyclists when turning intodriveways due to cars parked on the outside of thecycle lane. It would be better to have the cycle laneon the outside of the parked cars. Parking is already difficult as it is along Oliver Street and surrounding streets closer to freshwater village; please do not remove parking spaces as it is already a nightmare on Tuesday evenings to get a parking space due to several bins already placed in a long row. I appreciate the care for shared road use and I do think it is important to highlight this to drivers. I also see a need for this due to dangerous e-bikes on footpaths. However, I have been negatively impacted by the changes already as both a cyclist and car user. I'm certainly an advocate for healthy living however I think this could be done a lot better than it has.
YS580	Harbord public school - could you remove the bus shelter and create another in the same way as Bennett st? Current design could result in cyclists dodging people walking from the bus shelter to the bus. Removing the existing shelter will also free up spac No This looks great overall and should encourage more people to use bikes to get around the local area.
YS581	Don’t remove the current parking when parking is a struggle around the area. There are not enough bike rides to warrant the removal of parking for residents Don’t transition and take away residents current parking and in turn affecting their driveways & ability to put their bins out. I have not selected anything I like about this proposal because I don’t like any of it, Bikes are much more common along the beachfront. I walk the beachfront everyday from freshwater to curl curl, and the packs of bike riders that could benefit from this bike path use that route. They don’t use Oliver Street and Bennett Street. your focus should be on the beachfront roads - not the roads through the residential area. Going ahead with this is only going to congest the streets further as there’s currently not enough parking for residents and frustrations are at peak already to find parking around Freshwater. Don’t create further pain points for your residents by implementing these changes right through the middle of Freshwater and past the two primary schools. Take the design up to Harbord Road or make shared pathways along the beachfront. This seems completely illogical when the number of residents that use cars far outweighs the handful of bike riders that come through Freshwater in their packs 2 days a week (weekends).

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Reference	Verbatim comment
YS582	Hello, it generally looks great. If possible our preference is for the 2.9m lanes to enable the 300mm divider. It adds a bit more of a buffer from passing vehicles when taking young (and maybe not so balanced) riders along the path. Not sure what this is about. Basic process would be to mark the location with some paint, send those residents a letter about it. They will very quickly work out where to put it if the garbage truck stops picking up their bin! Please get it done. There has been way too much time and money spent on excessive amounts of public consultation. We also strongly support the extension of these route up into Dee Why, please proceed with that asap.
YS583	I'm excited to hear that plans are progressing for a separated cycleway connecting Curl Curl and Freshwater. I believe this is an important piece of infrastructure which will vastly improve safety and will encourage active transport in the area.
YS584	Don't listen to their whining. Just do it. Please go ahead and action this plan. Too much community consultation to date, which has slowed down the creation of these great bike paths.
YS585	I think this project is just what the northern beaches needs. Creating accessibility and safer/pleasant paths for cyclists and pedestrians is going to improve the quality of life of those who live here.
YS586	I think it will be a small inconvenience at first but likely won't be an issue after a few weeks. I am very excited to see this excellent proposal and look forward to seeing more projects like this in other areas of the Northern Beaches. Two-way separated bike lanes are the gold standard and we shouldn't aim for less.
YS587	-
YS588	As longs as it's marked I don't see an issue. Just make sure the bins can't fall over in high winds onto the bike path or road... It looks great! Finally a safe way to cycle between these 2 Destinations. Keep going! Connect manly to Palmy !!
YS589	Hardly any room on the street with proposed new design. Unsafe for cars No room for cars, feel at greater risk for accidents Feels like bikes will be at greater risk or accidents bins will block both new proposed paths, harder for bin collection

GOLD VERSION

Reference	Verbatim comment
	New plan is a waste of council payers money. Fix problems there already are - lack of bins, lack of maintenance on lagoon, lack of maintenance at curl curl dog park etc before creating new problems which local members don't want. Disappointing that the council doesn't actually care or listen to their residents.
YS590	Having bike lanes pass in front of bus stops creates opportunities for accidents as passengers focus on the arriving bus rather than cyclists. Bus passengers shouldn't be crossing the path of cyclists when boarding or disembarking buses.
YS591	I reckon all bus stops need to be in front of the cycle path directly at the road, so cyclists go behind the bus stop. Too often do I encounter people who are excited that their bus is coming and do not look for cyclists when walking to the bus. A roundabout at the intersection of OliverSt/Brighton St. Cars go too fast here, I've witnessed several near accidents Plants between cycle path and street need to stay very low to not obscure drivers' view of dogs, kids, balls, etc when turning into a side street of Oliver St. Exciting, I can't wait! I am writing to express my support for the off-road cycling path in Oliver St, Freshwater to improve active travel connectivity between Freshwater and Curl Curl. Council has long been in support of promoting active travel and this project is a great contribution. Council's MOVE transport strategy clearly sees many benefits for community health, individual health and environment if we manage to get more people out of cars for local transport and onto bicycle or feet, especially in light of increasing population. The ever lasting argument that not enough people should be cycling to justify more cycling infrastructure is in my view a safety issue. If we are visionary enough to invest in safe (off-road) cycling infrastructure, more and more people will start using bikes, freeing up the road for people who need to use a car, and improving the liveability of the local area in the process. There are numerous international examples across continents and cultures of cities now ahead of Sydney, that have successfully promoted active travel by investing in cycling and walking infrastructure (and public transport). I with you visionary wisdom in making this project a success.
YS592	Moving the crossing to park st Instead of crossing the road at Brighton St it would be better at Park St. The Brighton St crossing is dangerous
YS593	I understand this is for Curl Curl to Freshwater but the next thing is to connect Brookvale to this track. Especially because it's so dangerous to even walk down Winbourne road to get to John Fisher Park For Many residence. And the bike path down Pittwater road from The mall to Manly is a death-trap.

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Reference	Verbatim comment
YS594	What does this council not understand - Oliver Street is simply not wide enough to support this plan. A 3 metre travel lane in each direction is not wide enough to safely accommodate wide vehicles such as buses, garbage trucks and delivery vehicles without risk of a serious head on collision. This is no improvement on the previous plan.
YS595	Reduce on street parking on Oliver st Increase native plants and flowers along bike path No cars or caravans should be allowed to park on the blind corner at Bennetr st and a Oliver st intersection. It makes turning right into Bennett from Oliver very dangerous
YS596	I support a 40km/h speed limit across Freshwater. This was proposed a while back but not sure if it relates to this plan or was a separate proposal. Oppose shared pedestrian/bike paths, separating bikes from pedestrians is far preferable. It appears council have tried to address this in the plan but it's little hard to tell as both shared and separate paths are shown in the same colour.
YS597	See notes below. I'm really happy to see more cycle-safe lanes. However, it's not just traffic calming that is needed to protect cyclists - we need more education. At the moment, on all shared pedestrian-cycleways, all the signage is a) aimed at cycles and b) meaningless. In Canberra and QLD, for example, there is far less signage and it is equally prescribed for both cyclists and walkers - eg ""Stay to the left, keep dogs on a short leash."" If you must put ""ring your bell"" signs up, then make them specific: """Ring your bell if you need to let someone know you're passing."" Similarly ""slow down"". Slow down to what? Research has shown that slow signs are a waste of time for cyclists who either don't seen them or ignore them because they don't know what they mean. All it does is make pedestrians unnecessarily fearful. Northern Beaches police has obviously been doing a fantastic job educating young riders on electric bikes. Interestingly, the ones who still seem intent on not wearing helmets or riding dangerously are those who have the least ability, usually young lads who look worryingly unstable. Going forward, could we introduce cycling proficiency tests for primary school-age children with some really good reward for every kid who attains their badge. This sets up good habits for the future. Every parent who has been subject to pester power also knows that kids are the most effective educators on some serious big issues from climate change to equality. Dear Councillors, As a cyclist (pedal-powered) as well as a car-owner and pedestrian, I just wanted to say thank you for the thought and work you have put in to cycle infrastructure generally and to the new Freshwater plan, in particular. The debacle around West Connex this past week has seen many urban planners point out the obvious: We can have functional cities or we can have cars but we can't have both. The more people cycle on the Northern Beaches, the better.

GOLD VERSION

Reference	Verbatim comment
	I already use the extensive cycle ways from my home in North Manly out to Narrabeen and Pittwater three or four times a week. It's excellent. Living at the bottom of [redacted] I can't wait for the cycle link that will help me up that hill. At present, like most surfers, I like to take my fins and hand plane and look at two or three beaches to check out the best conditions. However, at present, I only really like cycling to check out Manly beach. Even though I'm really experienced, I still hate getting up Oliver Street with all the traffic. I talk to the kids cycling to and from school up Oliver Street who, thankfully, can still use the pavement. They are desperate for more cycleways also as they don't like having to share that narrow pavement with pedestrians any more than pedestrians do. I can't wait to see the separated cycle way in action. Sadly, we're too late to design the Northern Beaches like another Canberra so that everyone can cycle everywhere separate from traffic but just giving people a taster will help foster renewed enthusiasm for cycling and wee have everything to gain from this. We'll reduce emissions, accidents, stress and noise pollution and improve health, connectivity, community and the joy of living in the best area of the best country in the world. Residents can do away with second cars if it's easy for them to transport children around the area by bike and it should make affordable housing a more realistic proposition if we can show that it's not essential for every block of units to have car spaces for every resident. I've cycled all over the world - and recently returned to London for the first time in many years. Londoners too were initially reluctant at losing road space to bicycles but it has been transformative. Everyone moves faster, including cars because there are so fewer of them. One of my friends told me that ten years ago, there were three cycles in his office car park and it was otherwise full of cars. Now there are three cars and it's full of cycles. The city ffeels cooler and it's definitely quieter and safer. One thing that really struck me, which I hadn't expected, was how much safer it particularly felt at night. As a woman, walking on your own in a dark street, it's easy to get spooked. But when you're walking alongside a steady stream of cyclists, it's incredibly reassuring. Well done. I can't wait to use this latest addition to the network..
YS598	Education will be enough Great proposal, need more separated bike paths in the northern beaches. If you can include more trees as part of the works. That will do wonders
YS599	Please include more trees, more trees, more shade better separation I''m sure people will figure out the bin collection. Great idea. we need more of this on the northern beaches. Its a must have to connect schools
YS600	A special/premium bin collection service could be provided on request to people with mobility issues who may struggle to put their bin at the designated location Looks fantastic! The raised pedestrian crossings will make a huge difference to safety (particularly near Wilson Street where the visibility is very bad)
YS601	As a local motorist and cyclist council should be commended for this plan. It it the last link of the cycling route which is currently dangerous. The plans are detailed and clear - congratulations to the team !

GOLD VERSION

Reference	Verbatim comment
YS602	-
YS603	no I strongly support finally getting on with completing this bike path. It will greatly improve the amenity and accessibility of the local area. I commend the Water Sensitive Urban Design aspects of the proposal. Rain gardens should be constructed in every possible location as a part of the works, particularly at the Northern end of the project which falls into the Curl Curl Lagoon catchment. I urge council, following construction of the path to also take the opportunity to install new street trees along the route, to provide more shade along the path. I also strongly support future expansions of this path, east to Freshwater beach and north to Dee Why
YS604	Don't proceed with it, as it is ill thought through. Don't proceed with it, as it is ill thought through One thing that has totally been over- looked is on street parking! Where are cars going to park as there currently is, very little now. Added to the fact you have boats, caravans, trailers ect taking up premium parking spots. It will move the problem into other surrounding streets! Not to mention all the other vehicles coming in on the weekend to attend sporting events near by. Whilst it looks ""pretty"" it really hasn't been thought through.
YS605	Provide better visual representation of this Love this proposal, it will 100% get our family of 4 back on our bikes. We live at the end of Oliver St and drive to Harbord Public school every day because the current lay out of Oliver St is so dangerous. Thank you for finally revisiting this!
YS606	Hi - I just filled in the survey but didn't receive an acknowledgement email - can you please let me know that you received my submission? Thanks. Rumble strips on bike path on approach to bus stops - to avoid cyclist:pedestrian conflict. Is it also possible to provide more generous space for people waiting at bus stop?. Looks great. Would like to see bike path continue into Freshwater shops, and also to connect with regional route on Pittwater Rd - but accept that may be a possibility in the future.

GOLD VERSION

Reference	Verbatim comment
	Really appreciate the huge amount of work that's gone into preparing plans/photomontages to help people understand (and hopefully support) this excellent initiative. Keep up the good work Council, you're making things better for us all.
YS607	Make sure there is adequate width for parking vehicles, currently not good enough Roundabout at Wyndora Do we really need landscaping on the roadway this takes up a metre width of roadway which could be used more appropriately Honestly, has the council really looked at this carefully. I'm all for road safety, but the primary function for tge roadway is to carry motorised vehicles. Most of the very small amount of bike riders won't even use the bike lanes. I'm all for reduced speed, raised crossings, safer intersections. But don't reduce the width of main vehicular carriageway and parking lanes. You'll just create another problem.
YS608	I love the whole idea. I did comment on the previous plans which I was also pleased with. I was super excited when the project actually began earlier this year and quite disappointed when it was stopped. I heard rumour of people feeling like they weren't advised of the scheme even though there was rigorous planning and opportunity to comment. Of those who I spoke to who were averse to the plan they have never read the council feedback page, attended any feedback sessions nor seen any letterbox drops so not sure how they were expecting to participate. With the increase in e-bikes it's starting to get seriously necessary. They are faster than traditional bikes and are just too dangerous to share the footpaths anymore. I'm thinking a bike speed limit would be good too! I love the high definition renders. They give a realistic impression of what it will look like. And it looks like it's going to be fabulous. I have read the proposal and it looks like all concerns have been addressed. My [redacted] teachers at Freshwater Senior Campus and this year, 2023, is the first year where bikes have nearly taken over as the main form of transport for local children. Even in 2022 there were only a few bikes being taken to school. Bike parking has become an issue which is a great issue to have. I don't understand how the rights of cars have become more important than the overall well-being and rights of the community. This is going to be a leading example of how our council has put the benefits of the community first. I'm hoping it will be a leading example for all new developments and existing communities that want to put safety of our young people before cars.
YS609	Kids and adults don't use the current bike lanes from HPS to Harbord kindy already. They remain dormant. A lowered speed limit would do a better job at keeping road safety. perhaps a limit of 40 extending from oliver st to curl curl beach

GOLD VERSION

Reference	Verbatim comment
	Get rid of the the blocks, they make the road smaller and more dangerous especially when bike riders don't use them. The speed limit needs to change and speed bumps should be implemented into all zebra crossing especially the crossing on the corner of wilson st and oliver st. i cross that road everyday and am nearly hit 9 times out of 10.
YS610	There should be NO parking where there is a bike lane. (Eastern side of Oliver St) Its too narrow and obstructs the sightlines when driving. In this instance , parking would only be on the opposite side of the road.
YS611	I genrally like the design but increased visual awareness for drivers as to the priority that pedestrians and cyclists have over turning vehicles is necessary.
YS612	Less street parking should be provided as these changes and greater opportunity for alternative transport will make car ownership less appealing/necessary. Not having bikes needing to constantly change direction & surface of travel by moving from roadside to path all the time but to cross side-streets. Encourage/reward car-free households (eg. landscaping support / vouchers) & encourage/support waste avoidance in the surrounding area. Make an intensive effort to encourage & support significant waste avoidance in the surrounding area, but particularly those directly affected by the altered bin collection arrangements. Surrounding streets, and particularly Oliver Street, should be treated to a lower speed limit (say 40km/hr) which is well signposted and enforced. A 40km/hr speed limit in this area would alleviate the need for specific school zones signage etc.
YS613	-
YS614	By not going ahead with the cycle path project. A bike path on both sides already exists. By not going ahead with the cycle path project. A bike path on both sides already exists. The proposed revised design will certainly make Oliver St less safe. By not going ahead with the cycle path project. A bike path on both sides already exists. Access will certainly be restricted as a result of the revised design. By not going ahead with the cycle path project. Residents will not have sufficient room to place their bins out in the revised plans. Note that many residents have multiple bins (approved by council) which will have to be placed across driveways, as there will be insufficient room in the revised Council design. Residents returning home will have to stop (in traffic) move their bin and enter their driveway. Multiple safety hazard here.

GOLD VERSION

Reference	Verbatim comment
	Please do not go ahead with the cycle path project. A bike path on both sides already exists. There are multiple concerns for me with the project. Bus stops: Now no room for a bus to pull in and allow cars to go past. This will cause long delays behind busses in the stretch of road proposed. Oliver/Brighton intersection: The proposal to have a pedestrian crossing here is absurd and potentially extremely dangerous. There has been multiple accidents and even a fatality at this intersection recently. To now have 2 x pedestrian crossings here??? Traffic at the intersection from all 4 compass points would be totally confused and will inevitably lead to more accidents. Residential Area: The amenity of residents in a residential area must be preserved. There are multiple inconveniences to residents living along the proposed route that diminish their amenity compared to other streets in the area (parking, safety, etc.). Leave the shared path idea to streets with commercial buildings, not residential.
YS615	As long as it's clear where the collections points are, I can't see this being a problem. It's badly overdue. It's time pedestrians and cyclists stopped being treated as afterthoughts.
YS616	This is a much overdue upgrade of our cycling paths in the Manly area. It will make commuting along the beaches much safer for the community. Great initiative. I am fully supportive. A
YS617	The concept looks great and we are looking forward to the work being completed. The Brighton St and Oliver St intersection is now looking very busy. Is there an opportunity to convert this to a roundabout for vehicles thus minimising movement options for all road users for safety. Raise whole intersection with circular only movement? What is the option for bike users once reaching the village. Moving from Oliver to Dowling St path to Manly looks tricky without a dedicated cycle crossing. Cheers
YS618	If I understand it correctly, cyclists will have to cross the road on the only blind corner on the route. That will be dangerous for cyclists and drivers alike
YS619	-
YS620	Appreciate the additional community consultation and design updates, would really like to see the work completed now so that kids and other non-car users of our streets can safely walk/ride
YS621	I would look for ways to increase the biodiversity coverage as much as possible. One of the aims for all transport projects should be regenerative - moving beyond sustainability. Looks like you've made a good start but can always do more
YS622	Great to see the Council supporting Active Transport. Manly LGA is fast becoming a mecca for cycling - more power to the Council for doing the right thing for people, place and planet. Hold firm.
YS623	Increase access to my gate at [redacted]. Currently concerned the gate would now open straight out to a bike lane. Could we have access for two stepping stones?
YS624	Making this popular route more tortuous for motor vehicles will probably have the undesirable consequence of causing more of them to divert instead along the already overcrowded Evans St Freshwater and Carrington Pde Curl Curl to pass through our suburb

GOLD VERSION

Reference	Verbatim comment
YS625	The safest arrangement is to have complete separation for pedestrians, cyclists, and motor vehicles. Cycle lanes on the pavement are not a great compromise, cyclists have to go slower than they would on the road, while pedestrians may feel intimidated. I think this looks like a great improvement on the current situation. The volume of cycle traffic is only going to increase over then next decade and it is good to see that increased safety for all residents is being prioritised. As someone who drives a car, rides a bike, walks, and uses the buses, I can see this from multiple perspectives. Separating motor vehicles from cycles is a big win for safety. However shared paths for cyclists and pedestrians are not great as cyclists will have to go slower because of pedestrians and obstructions in the paths (telegraph poles, bus shelters, etc), while pedestrians can feel intimidated by cyclists riding at faster speeds.
YS626	Supportive of the proposal
YS627	-
YS628	Consider incorporating additional landscaping to clearly delineate pedestrian and cycleway infrastructure. This is particularly around the Bennett Street and Park Street intersection.
YS629	-
YS630	I feel that more car parking should be removed along Bennett and Oliver to provide less clashing between cyclists and pedestrians - one of the big 'noise' factors of the community is their outrage at riders on ebikes on pavements, less shared paths please Ensure cycle lanes have priority at intersections (the render at Wyuna doesn't show priority. The previous cycle lane had less crossings. Please add pedestrian crossings at all entrances to Wydora/Oliver roundabout, too many accidents here. The original, completely separated option was best unfortunately. Take on street parking away, and give back to the community for the most vunerable road users (pedestrians/cyclists) Get advice from kindergarten teachers, or failing that get some a cup of concrete and tell them to harden up (this is the biggest 1st world problem for a better community!) Please do not let safety and the betterment of our community be derailed by a noisy minority of car drivers, let's make this a safer place for all road users. Speed up the transition to 40kmh roads for freshie (reduce more in the village), and please do something about the disproportionate volume and speed of traffic on Wyndora (plus raised crossings at the roundabouts!)
YS631	The bus stop looks isolated in the middle of the road and looks dangerous for cars driving past. It is also absolutely imperative as a person that drives along this street every day that there should be a ban on caravans and trailers parking on the bend There should be a ban on caravans and trailers parking on the bend of Oliver steet (opposite Bennet street) driving from Curl Curl to Freshwater. It really affects vision and is dangerous

GOLD VERSION

Reference	Verbatim comment
	especially because you can't see around the bend. Pedestrians could be in the road and you wouldn't be able to see them. These caravans remain in the same place all year round and should be on private property.
YS632	Get rid of the half assed stuff you have already tried it's actually more dangerous than it was It's obvious who we is running this has no idea look at the work that was done already and how bad it was it's a dogs breakfast and is more dangerous and has significantly less function than it did the lanes don't work the more turn and bends creates a harder driving environment which I. Itself is more dangerous
YS633	-
YS634	Lower speed limit
YS635	Upgrade existing foot paths (resurface and make wider) so that young children can ride to school on a shared pedestian path. Upgrade existing bike lane (painted green)for use by e-bikes and adult bike users... Otherwise keep the road as it is. The eight new pedestrian crossings where planned would improve pedestrian safety Amenity is fine as is. I would rather the money be spent on upgrading the existing road and footpath. PLEASE leave the road as it is but improve the footpath to be wider so that it can be safely shared with kids on bikes and pedestrians. Serious bike riders and those on ebikes can still used the existing bike lane on the road. PLEASE LEAVE THE ROAD AS IT IS. We do not have an issue with bins being collected or where to put them currently. The current road set up has been working well for many, many years so why is it necessary to change it when the new design still has so many logistical and safety issues? Upgraded footpaths to accommodate shared bike and pedestrian use have been introduced in many areas across the northern beaches and seem to work well. This would give children and slower riders an off road option. New pedestrian crossings would also make it safer for those using the shared path. The money could be spent on these upgrades. E-bikes and more serious/faster riders would still have the lane on the road to use. Living close to [redacted] Streets, it is already tricky at times to reverse out of my driveway. This new proposal will make it virtually impossible to do so safely as visibility from my driveway will be greatly reduced. During the time that the lanes were moved back in June, many residents with cars parked on the road had their cars sideswiped as the moving traffic was so close to the parked cars and the lanes were so narrow. It also made it very dangerous entering and exiting the vehicles. I am disappointed that council is still pushing these changes on us showing little regard for our personal safety and the safety of our vehicles. I am curious to know if anyone involved in this proposal actually lives on Oliver or Bennett Streets! It just doesn't seem like the residents are being heard at all.

GOLD VERSION

Reference	Verbatim comment
	I had this thought about a possible solution to put to council for consideration. Perhaps it has already been thought of but here goes..... The existing bike lane can be highlighted and painted green and can be used by serious bike riders and e-bikes. (Painting it will make it more front of mind for drivers to look out for cyclists). The footpaths on both sides of Oliver and Bennett Streets can be upgraded. If one side only becomes a designated shared path with pedestrians, children on bikes and slower bike riders the other side of the road can be for pedestrians only. (Sort of like the 2 paths in Manly on the beach front). This will give pedestrians an option to cross the road if they are uncomfortable sharing the path with bikes. Additional pedestrian crossings along Oliver and Bennett Streets will improve safety when crossing. This way the council has used the Government Grant to provide upgraded paths to encourage more bike use without compromising the safety on the roads, moving bus stops or losing parking spaces whilst still allowing residents to continue to access their properties without further obstacles. Residents concerned about backing out across the shared bike and pedestrian path (which would most likely be outside my property on the northern side of Bennett Street AND I have a high fence ☹) will of course need to be more careful to accommodate the busier shared path. (perhaps council can use some of the allocated money to help subsidise installation of wide view mirrors on affected properties). Maybe... just a thought. According to the Your Say page Q&A, Council said ""Ultimately, the project aims to upgrade streets so that everyone can enjoy getting where they need to go safely with pedestrians, bike riders, and motor vehicles all having dedicated separate space."" This option ticks most of those boxes and hopefully addresses many of the safety concerns. Dear [redacted] I live at [redacted] I am very much opposed to the current design. Aside from the many safety issues it creates on the road in general, I have real concerns about how my family and I will be able to reverse out of our property safely. I will address these concerns during my block meeting on November 17 at 12:30. During the original consultation with the community in 2020, 3 options were put out for consideration. My preference was the shared footpath/bike path option but this was rejected by many in the community. When I read the submissions it seemed the main concern was that some pedestrians wouldn't feel safe on the footpath with bikes. I had a thought of a possible solution to this concern and ask that you and your colleagues please give it some consideration. The existing bike lanes on the road can be highlighted and painted green and can be used by serious bike riders and e-bikes. (Painting it will make it more front of mind for drivers to look out for cyclists). The footpaths on both sides of Oliver and Bennett Streets can be upgraded. If one side only becomes a designated shared path with pedestrians, children on bikes and slower bike riders the other side of the road can be for pedestrians only. (Sort of like the 2 paths in Manly on the beach front). This will give pedestrians an option to cross the road if they are uncomfortable sharing the path with bikes.

GOLD VERSION

Reference	Verbatim comment
	Additional pedestrian crossings along Oliver and Bennett Streets will improve safety when crossing. This way the council has used the Government Grant to provide upgraded paths to encourage more bike use without compromising the safety on the roads, moving bus stops or losing parking spaces whilst still allowing residents to continue to access their properties without further obstacles or safety issues. It also addresses the concerns of the community regarding not feeling safe on a footpath shared with bikes as it gives them another path to walk on. Residents concerned about backing out across the shared bike and pedestrian path will of course need to be more careful to accommodate the busier shared path. (perhaps council can use some of the allocated money to help subsidise installation of wide view mirrors on affected properties). Maybe... just a thought. According to the Your Say page Q&A, Council said ""Ultimately, the project aims to upgrade streets so that everyone can enjoy getting where they need to go safely with pedestrians, bike riders, and motor vehicles all having dedicated separate space."" This option ticks most of those boxes and hopefully addresses many of the safety concerns that the community has with the current design. Your consideration of this proposal is appreciated. I look forward to hearing from you. It was a pleasure to meet you and your team on Friday in front of my house at [redacted] It was good to get more of an understanding of what the council is proposing and address some of my concerns. I would be grateful if you could please make sure the amendment we discussed regarding the shape of the garden bed proposed for the front of [redacted] be put forward. (see attached) If it is curved back away from my driveway access instead of going straight out it would definitely allow easier reversing out of and entry into my driveway. Hopefully this will enable us to access and exit our property without having to swerve out into the west bound traffic lane. Thank you. One of my neighbours recently visited Doncaster Street in Kensington where a similar path has recently been built. Those living along the path said that it was disastrous citing loss of parking and increased difficulty/danger entering and exiting property among their reasons. They said that bicycle usage had not increased in the area. This street is not as busy as Oliver and Bennett Streets. He took some photos. (see attached) What I notice about this design is that the bike path has been raised to be on the same level as the footpath and a new slightly lower kerb has been built on the edge of the road. This seems to be a slightly more user friendly design than the hodge podge one with the dangerous bollards proposed by Northern Beaches Council. If the council insists on forcing this bike path on our community, maybe they can consider adopting this design. The bikes will be up that little bit higher which will make them easier to see when entering and exiting driveways. It also gives them a bit more space to vere over to the nature strip if the need arises (ie passing a wider e-bike or bikes with a surf board on the side). When I met with council representatives outside my house last friday I expressed my concern about garbage trucks and buses not being able to get out of the lane of traffic and causing long hold-ups. On Wednesday I witnessed 2 buses overtaking a garbage truck across double lines between [redacted] and my house on [redacted]. The cars coming around from Oliver Street had to move over into the bike lane to avoid having a head-on with the bus. This is before the driving

GOLD VERSION

Reference	Verbatim comment
	lanes have been narrowed. Where will they go to get out of the way if this cycleway is built? Absolutely frightening. This section of road is simply not wide enough for a separated two directional bike path. It all looks and sounds wonderful in principle and, whilst all of your figures seem to add up and every centimetre is accounted for it leaves very little margin for error before things go VERY wrong and someone is injured or killed and more property is damaged. Please continue to investigate another option that is safer and more user friendly for ALL.
YS636	The cycle path needs a raised keen of planters separating it from the road for its entire length, otherwise cars with infringe on the space and make it pointless. Green paint isn't a valid safety feature. Ignore the predictable NIMBYs and get this built. The beaches needs more safe active transport. One thing I'm not seeing is bike racks next to the bus stops so people can park and ride. Racks should also be provided by the shopping strips to encourage short trips and not annoy other users by having to lock against posts etc.
YS637	Looks great. Change is always tough but clearly these upgrades will be fantastic for Freshie residents and sorrounding suburbs. The crossing of Oliver down at Brighton Street will save lives.. We live on Oliver Street and can't wait for our kids to have a far safer local area to ride and walk to school as well as the village. Lets trust in the process and the hard work over 2+ years of those who do this for a living and get it moving! As always. I would like to stress [redacted] is not representing the 'whole' community. ([redacted] is now quoting 'basically all of Oliver and Bennet street residence' which is also not true) I know many people supportive of the cycleway and ultimately making Oliver street a safer place for all. I would also be cautious of a petition and its reason for being signed. Some people may be frustrated by the delays and lack of public comms due to this pause. That doesn't mean they are opposed to change and the proposed cycle way. We really appreciate the great work by council on this and seeing one council representative in tears last week while doing block visits is disgraceful. We are doing all we can to encourage supporters to submit comments online. Unfortunately most that we speak to have the attitude of 'looks good, why do they need to ask permission? just do it'. Most people are time poor and expect council to just push through such projects on our behalf. Also pointing to the fact most of the community feel this vote has already been done and it is only a small group asking for 'tweaks'. The fundamental support for a bike lane was >60%. this hasn't changed people have just moved on... I will write to [redacted] today to try and get some sensible lens across the feedback from a small minority who now seem to be on a crusade to stop council rather than focusing on the facts of this project. So sad, I ask the council to please stay strong and not let this bullying sque a vote by council and rob the real community of such an important, progressive project. We will continue to try and drive as many supporters as possible to the 'have your say' page.Thanks again for all your and the teams efforts. This petition is [redacted]. They had 300 signitories 6 days ago. Please investigate thoroughly.

GOLD VERSION

Reference	Verbatim comment
	As a note to forward to the right team. The number of parking spaces removed is being over stated. The corner of Oliver and Brighton, the space on Oliver East side close to the corner was removed 2 years ago due a serious accident. This is being shown as a 'new' removal. Also o am not sure the 3x spaces on Oliver is accurate. I am perplexed why a minority are so passionate about a handful of parking spaces but as they are the last thing we all need is to inflate the number of parking spots being removed. Again... please, please.. do not let council be intimidated by these tactics to derail a fair process as people in support of this great project don't have this aggressive email approach to their vote.. All the best for you, colleagues and family in the festive season As per [redacted] request below I feel I must provide a note to you all. [redacted] and his small group of Nimby's are NOT representing the NB community as he keeps claiming. 80% of people I speak to in the Freshwater and surrounding suburbs are in STRONG support of this fantastic project for a healthier and safer environment for their families. They are not aware of a small pocket of people who have decided they have a right to bypass the process and bully council to suit their (in my opinion, completely incorrect) position. This includes a sham petition that had only 300 names a week ago (miraculous). The majority of the community, who do support these great changes believe this IS going to happen based on previous votes last year and what is an extremely dangerous road will be made safer for their families. I urge you to please, please ensure the REAL NB Community aren't denied positive change for a better Northern Beaches due to the bullying tactics taken by a few whom, regardless of concerns being addressed are just determined to WIN against Council. We all hope sense prevails, we trust the professionals and our families will be riding their bikes and crossing roads safely in the Freswater area soon.

GOLD VERSION

Reference	Verbatim comment
	All the best for the festive seasons to you and your families. I hope you can all get a good break.
YS638	Too many pedestrian crossings around the shops on Brighton Street. The one on Oliver Street is good with how busy it is, however, the one opposite the shops is unnecessary.
YS639	I actually thing this is a good thing as it makes it really clear where to put the bins! I think perhaps doing a letterbox drop from impacted residents and maybe even send people out the first few bin collections to help align the bins. The proposal overall is excellent, the street is a critical thoroughfare for all road users and is the natural path for cyclists. I think the balance between all road users is excellent, particularly the improvements in road crossings for pedestrians. As a new parent, I have found that crossing the road in the beaches can be particularly challenging due to the steep gradients off the footpath onto the road and not great surface transitions (between footpath, gutter and road). This really improves that on Oliver Street. Anyone with a pram, walker, wheelchair etc will really benefit from this. I'd go as far as to say the project is worth it alone for that not even considering cyclist safety. Ignore the handful of NIMBYs and get this project done. Most people will be happy that the streetscape has been significant improved and please extend it asap!
YS640	I really like the project and support it fully.
YS641	-
YS642	-
YS643	Please put up temporary lit information along the route to encourage drivers to slow down during the change over. Maybe make Bennett Oliver one way during the construction period. Organise a cycle day for the opening. It is increasingly dangerous to cycle on Bennett St/ Oliver St and we urgently need to make this route safer for pedestrians, cyclists and drivers. We look forward to being able to cycle from Dee Why to Manly off road and walking the same route without getting knocked over by cyclists.
YS644	I believe more bike separation can be achieved. I still believe the separated bike path on the bend. The travel lanes still seem wide promoting faster speeds. Can they be tightened? 3.2m max. More trees within planted separators I'm sure they can figure it out. Shouldn't stop this project More trees please. Find every little spot to put some in, they will aid with separation, lower traffic speeds and shade. Have you looked at removing the roundabout at wyd Ave? If it can be justified it tmshoukd be removed. Please tighten up the travel lane widths and add more space to cycleway or planted separators.

GOLD VERSION

Reference	Verbatim comment
YS645	at the wyuna ave intersection, which has traffic lights, it is not clear if cyclists will move with the green car traffic light or the green pedestrian crossing light Love it! I particularly like that the bike lanes don't disappear at junctions, which are the most dangerous places for cyclists. The only query I have is how the traffic lights at Wyuna Ave will work. Will cyclists have to press a button and wait for the pedestrian crossing sign?
YS646	Parking is already terrible in freshwater. You can barely get a spot let alone have to worry about opening your doors onto cyclists who NEVER look to see who is coming. This isn't a good idea at all. Cyclists will drive into cards, passengers and busses. I personally don't drive, but many people here walk. With the rise of e-bikes and cars already going too fast this is asking for trouble. This needs rethinking for freshwater. People will grumble but be ok with this. We need more greenary. It would help if council didn't destroy trees when trimming from power lines but shapped them to make them into archways like other suburbs. Also if you want to be THAT green, bring in a composting bin. It's about time!
YS647	Remove the parking - it will be safer to drive and cycle if the parking is removed Strongly support the proposal (subject to the suggestions above) - this should be implemented as soon as possible to improve safety for cyclists and pedestrians.
YS648	Segregated bike line is good, but needs a curb to stop cars parking in it. Look at Sutherland St, Cremorne for good example of how to do it. Running a training event, organise a roster, so each household takes turns in collected bins for their block. Award prizes for the fastest. This plan looks great, separate bike paths only on one side of the road, allows for street parking without endangering cyclists with opening car doors. I hope signage will be added for junctions where the cycle path crosses a side street, like at Wyuna Ave, to remind vehicles to watch for and give way to cycle path users.
YS649	As a bike riders, we really support this new infrastructure that separates the bike lane from the cars. I encourage to make more bike lanes, that separates bikes from the cars - under the current setup driving on the same road is very dangerous.
YS650	This is not required. This is not safe for pedestrians or cyclists. The street is not wide enough to accommodate cars, vans, trucks, buses & a bike path. This will take away critical car parking spaces. This is not needed.

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Reference	Verbatim comment
	The road is not wide enough. Oliver Street is a through road & should enable traffic to pass through at the speed limit safely. Having the bike path narrows it meaning cars will need to stop to the side allowing wider vehicles through. This already occurs on the side streets but should NOT be the case for a through road. Having a bike path next to parking is not safe. Cars will open their doors without looking onto oncoming cyclists. They will step out in front of oncoming cyclists. THIS IS NOT SAFE. Having a bike path in front of a bus stop is not safe. Pedestrians will step across the path to catch the bus stepping in front of cyclists. THIS IS NOT SAFE. There are already too few car spaces & this will take away crucial parking spots. This needs to be halted for good & dismantled. Beautify the streetscape with planting not clogging up the roads.
YS651	Proper protected bike lanes and elevated crossing for pedestrians. Bike riders should not share crossing and footpaths with pedestrians as this can be dangerous This is a great start, however I think for parts of the bike lane riders may tend to use the road instead of the crossing or footpath as it is quicker and safer. Therefore bike lanes should ideally be separated from pedestrians and bike lanes should not share crossings with pedestrians - as I said this will cause most bike riders to use the road instead of the bike path
YS652	more trees and green space Just build it please!
YS653	Leave it how it is Shared bike/pedestrian path Thats [redacted] Do a shared pedestrian bike path. Otherwise your wasting money, time, and resources that could be better used maintain current infastructure, such as the neglected paths that already exist or the countless potholes in the road.
YS654	Speed limits for electric bikes in the bike lane, traffic calming not just for cars but for electric bikes too. I live in an apartment on Oliver Street between Soldiers Pde and Lawrence St. I am not going to be able to exit my driveway safely. There is poor visibility already, I am going to need to block the

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Reference	Verbatim comment
	bike lane to see if it is safe to enter the road, because my view of oncoming traffic will be blocked by the parked cars otherwise. Every one of your before and after photos show adult bike riders, in full daylight, proceeding serenely, calmly, slowly in a way that will be safe. It doesn't show kids and delivery drivers, at twightlight, riding fast with the assistance of an electric motor. There is going to be accidents and injuries with cars leaving their driveways. You have also conviently decided to use images where the most dangerous sections - where you have permitted cars parking on the outside of the bike lane so vehicles exiting their driveways can't see the traffic - are not shown. Oliver Street is the primary thoroughfare between Curl Curl/Freshwater and the city, it is a main road, not a quaint little back street to fill up with traffic furniture and traffic calming devices. The bike lane should always have gone along Carrington Pde, that is where people want to ride and that is where you could have put it more safely.
YS655	I have seen so many near misses with the cyclists having a cycle path and then it vanishing across the roads. It's really dangerous, cyclists are weaving in and out. It is especially dangerous at peak times.I've told my children not to use the cyclelane Young cyclists can't see cars reversing out of driveways and it's difficult for cars to see them too. These cycle lanes are incredibly dangerous. It's confusing for cyclists and drivers alike. I've seen many very near misses since the instalment of these lanes. They give cyclists a false sense of safety riding in and out of the cycle paths. None of my kids friends use them as they all say they are too dangerous. It's near impossible to see the cyclists coming. The roads are now also too narrow. Even just opening your car door is incredibly dangerous as the cyclists now appear out of no where at top speeds - especially e-bikes or the older kids.
YS656	Leave as is Leave as is Leave as is Leave as is What a disaster that you are proposing! Instead, why not build a walkway over the road (bridge), from the dog park at curl curl to the off lead dog walking area at Curl Curl Beach? I see Mums with prams and kids take their life into their own hands every time they cross that road. That would be a much better use of money
YS657	Why do kids at Harbord school have to cross a two lane bike path to get on a bus. That is not safe. Also the cars parked in the middle of Oliver St between Soldiers and Soul Hub is dangerous and stupid

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Reference	Verbatim comment
	Not have a bije path between the pavement and bus boarding place directly at the front of a primary school
YS658	As long as the spaces are clear and sufficient, it sounds fine. I'm all for it. Thanks.
YS659	Looks great! Thanks for making riding to school and freshwater shops safe for kids. This helps them be more active and healthy!
YS660	Clear documentation, but otherwise looks great. Love this proposal, safe cycling should be a priority for council and this will make a huge difference. Build it now!
YS661	So much better. The Oliver and Wyndora intersection is much safer. Always more greenery. Definitely the coloured lines to designate bike paths. All bike paths must be on same side of street.
E662	From what I can see they are also taking away parking
E663	So angry..... by the look of the proposal absolutely nothing has changed. Was anyone listening!!?? I saw it too!! Mind bogglingly scary not to mention outrageous decision making by people supposedly interested in their community and their safety. What a sham!!
E664	This is so disappointing! What is the purpose of putting everything on hold for not listening to the community! So many drivers mentioned how dangerous the lanes were. And list just goes on. Hopefully the petition will help.
E665	Hi, first, I would like to applaud the Council for being proactive in trying to improve cycleways. I provide the following comments for your consideration: •Bennett Street & Park Street Intersection – provide clearer information (such as road markings and/or signs) on whether cycles or cars have right of way. It just doesn't look as clear as say the Oliver Street & Bennett Street Intersection and Oliver Street & Brighton Street Intersection. •Bennett Street Bus Stop – I like this design. •Harbord Public School - there is a danger of people and bikes colliding at this busy bus stop. The Bennett Street Bus Stop is a better design. •Noting that Harbord School kids may not actually be allowed to cycle to school.

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Reference	Verbatim comment
	•Oliver Street & Wyadra Avenue Intersection – will there be cycle markings on the road like the Oliver Street & Bennett Street Intersection and Oliver Street & Brighton Street Intersection? •Oliver Street & Wyuna Avenue Intersection - provide clearer information (such as road markings and/or signs) on whether cycles or cars have right of way. It just doesn't look as clear as say the Oliver Street & Bennett Street Intersection and Oliver Street & Brighton Street Intersection. •Add a zebra crossing between Eric & Foam Streets for the safety of kids travelling to Harbord school. Wyndora Ave is busy with many parked cars and is a popular route for the younger kids to walk to school. •Oliver Street & Wyndora Avenue Intersection – not sure why the markings stop. It just creates confusion. Well done and looking forward to the final outcome.
E666	Support of [redacted] suggestions (above)
E667	[redacted] Your proposal essentially covers suggestions to Council representatives on a number of occasions and is the obvious solution. It is so simple to implement yet ignored. [redacted] As a 36 year residents of [redacted], we wish to object to the proposed cyclepath as follows: 1. Significant inconvenience to Oliver And Bennet Street residents: •Associated issues and reasons have been adequately presented to Council over the course of this project. 2. Risks to users of the cyclepath •The Revised Design highlights the safety for cyclists at road crossings with the implementation of "shared crossings" - such shared crossings being the cyclepath crossing adjacent to a pedestrian crossing. However the Revised Plan indicates that pedestrian signs will be deployed at all such crossings except the Wyuna Street crossing. Our concern is cyclist and motorist awareness and implementation of the give-way responsibilities at these shared crossings - we failed to find such definitions in Roads & Maritime Services website. Motorists are obliged to give way to pedestrians at pedestrian crossings, not to cyclists. Cyclists are required to dismount. We cannot see how providing a green path adjacent to the pedestrian crossing changes the law. Council has subsequently advised that definitive sinage and traffic calming objects will be implemented which is comforting - these should have been detailed on the plan. •Council advocates that the proposed implementation will provide a "self-enforcing road environment". This is a very optimistic assumption. Oliver Street is a high volume through road with speed infringements obvious. No amount of education will change this, maybe policing will but this is not likely. •Our concern is simple, a cyclist, regardless of age and experience, will assume right-of-way and cycle into the path of an oncoming vehicle. Hopefully the intended sinage and traffic calming devices will reduce this risk however due to the currently limited use of such shared crossings in general and lack of knowledge of their use including absence of their reference in Roads &

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Reference	Verbatim comment
	Maritime Services Regulations, we are concerned that many motorists will not be aware and heed warnings. 3. Risks to “Experienced Riders” choosing to use the main Oliver Street Carriageways •Council’s response to FAQ 21 acknowledges that experienced riders will likely use the vehicle carriageways. However Council’s FAQ21 response indicates a degree of naivety. •FAQ 21 response states that the more experienced riders will probably remain on the road as they are travelling at speeds comparable to vehicle traffic. Very good riders may reach vehicle speeds on downhill slopes or in congested sections but not along the length of Oliver Street adjacent to the cycleway, most “experienced riders” will never reach 50kph along any of Oliver Street. •The NSW traffic regulations require motorists to provide a minimum clearance of 1m when passing a cyclist. However the proposed reduced carriageway prevents this and will result in passing vehicles moving into the oncoming traffic lane or “squeezing” past the cyclist & violating the 1m safety clearance or as directed by the NSW regulation, ""reduce speed until safe to pass and ignore the beeps from rear traffic” and frustrate other motorists. These situations will amplify the vulnerability of road user cyclists. •FAQ21 response is yet another example of how the safety aspects of the cycleway design are based on relatively naive assumption of how vehicles/cyclists/pedestrians should integrate rather than being based on how they actually do integrate - this has been a fundamental flaw in the cycleway proposal since its conception. 4. Less Disruptive, Safer and Cheaper Option •Maintain the existing cyclepath configuration and enhance by painting the pathway green. •Acknowledge that youth under 16 years are entitled to use footpaths as are supervising adults as per the current laws. Install sinage along footpaths to highlight cycle speed restrictions and prevent other users accordingly. (Residents do not have issues with this). •Proceed with installation of all of the Revised Plan's pedestrian crossings - this will effect the increased safe crossing to schools capture areas as covered in the plan. •Install offset barriers at each side of the pedestrian crossings to encourage footpath cyclists to slow and dismount (as per the law) or at least provide motorists warning to activate caution and avoid an unexpected cyclist in their path. •This implementation may disadvantage adult cyclists wanting to take up cycling, but this is a minority. Such adults can simply drive to Dee Why Beach where they have a great protected path

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	from the surf club to the perimeter of Narrabeen Lake - this is the best environment for novice adult cyclists to gain confidence. •Ban all E-bikes and E-scooters from footpaths and enforce this regulation. Parents should not purchase E bikes for children who are not experienced cyclists. In addition to my objecting to the proposed cycle-path I have a particular concern relating to the Right of Way interpretation of cyclists and motorists at the "Raised Shared User Crossings" of Soldiers Ave, Wyndora Ave, Brighton Street, Oliver @ Brighton Street and Bennett Street as well as at the "Shared Raised Intersection" at Wyuna Ave. I have raised this concern with fellow residents and have received mixed interpretations. Consequently I, and no doubt all those concerned with the cycle-path design, would appreciate Council's interpretation of the Right of Way obligations of cyclists and motorists in order to assess and refine our concerns over the safe operation of the cycle-path. Items that I would appreciate your response addressing are: •The Revised Plan has the crossings each of the above intersections, except for the Wyuna "Shared Raised Intersection", designated as Pedestrian Crossings - according to NSW regulations cyclists have to dismount at pedestrian crossings, who has RoW and how will they know???; •The crossing at Wyuna has a "Raised Continuous Shared Path" sign - what NSW regulations apply?? •The Revised Plan does not identify any traffic calming restrictions or hardware apart from the raised part of the crossings - is this correct?? •The Revised Plan and support text does not identify use of any signage to instruct/warn drivers or cyclists of obligations; •The local community has provided councillors and council officers with safety concerns of the Oliver crossing at Brighton Street. Will the cycle-path implementation incorporate any measures to mitigate cycle accidents at this crossing ? •Identifying any NSW Traffic regulations that are applicable to the operation of the referenced intersections. I will be submitting a response under Your Say however I would appreciate comments from the Council designers of this cycle-path on the items above prior to submitting. Regards Thanks for your response. My real concern as a 36 year resident of [redacted], a cyclist & of course a motorist, is the safety of a particular type of cyclist - ie most. Many adult cyclists take a right of way at pedestrian crossings rather than obey the law and dismount. Youth have a carefree attitude, and that's

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Reference	Verbatim comment
	understandable and good, and are less likely to recognise risks of cycling across pedestrian crossings. I am concerned about the “shared crossing” or crossing with a bike path concept in relation to both cyclists and motorists knowing their right of way responsibilities. Your response indicates that appropriate signs etc will be installed. Unfortunately the Revised Design does not reflect this and indicates pedestrian crossings for all crossings except at Wyuna where a combined pedestrian/cycle crossing sign is indicated. I therefore welcome your indication that appropriate signs will be implemented to warn and advise motorists of their obligations and hopefully cyclists of need to take care before cycling into the path of a car. My only concern with your response is reference to “self-enforcing road environment”. This may apply to most motorists but Oliver Street is used by many with a lead foot - I know. Unfortunately I will not be able to visit the Campbell Ave and Kenneth Rd sites before making a submission by Sunday, although I do think that the Kennith Road one is at the pool turn which I am very familiar. Finally I, like all on this strip of [redacted] are not in favour of the proposed cycleway feeling that maintaining/upgrading the current configuration would be a far more practical implementation. Unfortunately this has lead to significant bitterness directed to councillors and council officers, and I admit to contributing at street meetings. But this should be avoided in relation to your colleagues as council officers who are simply doing your jobs as directed, and from my perspective I apologise. Thanks again [redacted], it will be interesting to see how this unfolds. You do not need to reply. Regards
E668	This sounds like a really sensible option to me (in relation to Caroline's suggestion). It works well on the Pittwater Road, along Queenscliff Road and Balgowlah Road - why they can’t do the same here?
E669	I have suggested this route passed the Bowlo three times to Council representatives, originally in writing nearly two years ago during a period of requested community comment, verbally 5-6mths ago at a kerbside meeting, and again subsequently at one of the Scout Hall meetings. This route certainly does appear to solve many potential issues plus add some benefits. Needless to say, I have never seen any acknowledgements, nor any reasons why this route is unsuitable or less desirable. On the contrary, at the kerbside we were told that the Bowlo route was actually likely to be added at a later date.

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Reference	Verbatim comment
	So to my mind, the questions become; Why are two routes necessary, since the Bowlo route also gets cyclists to both the netball courts and the beach, and why is the Bowlo route not planned to be set up first, since that is the path of least resistance, least disruption, less danger, less cost and more scenic. Thereafter it may well be found that there is no need to disrupt Bennett and Adams at all, which are important through roads for much traffic including busses and trucks, and also would avoid changes to Park St. If Council would better explain their reasoning and decisions, it would lead to less anger and frustration, better two way debate, and presumably better outcomes. I thank everyone, and especially [redacted], for their efforts and input. [redacted] Further, I do not understand the statement that the proposed works will reduce rat running. Since the route of Oliver-Bennett-Adams is the main and obvious through road when heading north on Pittwater Rd to South Curl Curl Beach, North CC Beach and/or Dee Why Beach, it is not a "rat run", and will still be heavily used, just with increased delays/stoppages and frustrations. My biggest concern relates to entry into and exit out of driveways. It will be very difficult (at times impossible) to exit left around parked cars without crossing the centre line = dangerous. And when attempting to turn left into driveways, it will sometimes be difficult to see small bike riders = mega dangerous. After talking to residents of Oliver St, it is obvious that these driveway issues have become real and traumatic, with several near misses mentioned. Further, when exiting our driveways, since it will be very difficult to see passed cars parked further out into the street, it is inevitable that drivers will have to proceed even more slowly/cautiously then we already have to, and we will often be held up across the new cycle lanes for minutes while waiting for a safe gap in the traffic into which to merge. So what happens with oncoming cyclists then? Do you assume that they will calmly wait as long as needed, or will this lead to frustrations and potentially verbal or even physical altercations. Throughout your arguments and wording, there seems to an optimistic almost blase view that "she'll be right", people will just adapt, go slower, drive and cycle safer, become more accepting and tolerant, parents will let their kids of the leash and onto their bikes etc etc. Well good luck with all of that, because it flies in the face of my 70+ years of life experience and 55 years of motoring. If anything, exactly the opposites are happening!
E670	Dear [redacted] I am sorry but your idea doesn't solve the issue. It only solves the problems for residents on Bennett Street.

Reference	Verbatim comment
	There are many safety concerns for the whole route and residents on Oliver Street came to all the meetings as well. We need to stick together to have the numbers to stop this. I believe everyone agrees with reversing it to what it was and making the bike lane safer by painting it green.
E671	I'm not sure taking away parking on Stirgess Ave would be a good idea since people struggle to park already for sports in all seasons. I doubt people would allow their children to ride to Joeys and Scouts at night in the dark so that shouldn't be added to the argument. Agree they should direct bike lane down Stirgess from Bennett and then through Weldon Oval carpark to the lagoon but also, this could cause safety issues with the huge traffic load there is already with sports, Weldon Oval and Harbord Bowling Club.
E672	I think we also need to raise "compensation" with Council. I don't think it will be too hard to obtain a registered valuer's confirmation of the reduction in the affected properties value as a result off these misguided works being undertaken on their doorstep. See you this evening.
E673	Hi, I would like to offer my thoughts on just one aspect of this design, and this relates to traffic exiting Brighton Street from the West travelling to the North and entering Brighton Street from the North to travel West. Already this intersection is a pinch point which will be made significantly more dangerous with the pedestrian crossing placement, i.e. 1.This is a busy intersection and is a primary feeder route to Curl Curl from the West; 2.Drivers exiting Brighton Street from the West turning left to travel to the North are focussed on cars approaching from their right, looking for a gap to enter the traffic. I know they have to look left too but they don't, it's a reality I see it every day, so they will see a gap, move off and then look left just as a bike rides across the crossing or a pedestrian enters it; 3.On this note are bikes going to have to stop to enter the crossing or can they just turn and power along hoping blindly that car drivers are paying attention. I think we know the real world answer, yes they will and the car drivers wont. 4.Drivers entering Brighton Street from the North turning right to travel West often have to wait for a gap in the traffic. Currently drivers not turning can go around to the left but will no longer be able to; 5.In future drivers will have to queue behind the turning car and will inevitably block the crossing bringing traffic to a standstill. I know they are not supposed to but we know they will particularly if the turning driver does not signal their intention in time , or at all, which is commonplace trapping the car behind; 6.Such queued cars could potentially extend back into the bend which will create visibility issues for other drivers; I believe that there are many unintended consequences of the placement of this crossing in this location which by law should not happen but that's not reality any more, it will happen and the risk profile of this crossing will be very high, a retrograde step when its being built in the name of safety.

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Reference	Verbatim comment
	There is a pedestrian crossing in Allambie Heights configured at Kentwell and Orara Roads at a roundabout and this exact scenario occurs for drivers looking at vehicles coming from their right so they can turn left onto the crossing which they do when they see a gap often when a pedestrian is on the crossing. I don't have an answer for you though subject to review moving the crossing further North say halfway to the bend or 20m further South past Brighton Street with another crossing on Brighton Street would mitigate a lot of these issues Thank you for your time.
E674	There are two issues I would like to raise in relation to the latest published plans. Issue 1: Oliver and Bennett St intersection There are many potential issues with the plan on this intersection. Heading north along Oliver St and making a left hand turn into Bennett St will require cars to stop to check behind them to see bicycles travelling north. Stopping on a curve on a busy road has high potential of cars being rear ended. If cars do not stop the potential for a collision involving car and bicycle is high. As a resident of [redacted] who regularly makes this turn now I have been rear ended once stopping as a pedestrian heading to the bowling club crossed the street approximately 2 metres in from the intersection - almost exactly where the new crossing is planned. The reduction in parking spaces carries an explanation on your website ""to accommodate safer intersections and adequate sight lines near new pedestrian crossings"" yet the plans at this intersection are far from achieving this especially the lack of line of site of bicycles heading north for cars also heading north, that as a result of the angle of the intersection (turning into Bennett St) are behind the driver. Issue 2: Reduction of 8 parking places, Bennett St between Park St and Oliver St (north side) There is already a parking issue on Bennett St, both in the area described for the reduction and between the Oliver/Bennett intersection and Sturgess Ave that requires the parking spaces along Harbord Bowling club to be regularly used as overflow. This will only get worse as the residents who have lost spots will look around the corner to park. Additionally, during the winter sports season the parking is already extreme, regularly requiring walks of more than 500m between getting a parking spot and returning home if you do not want to be a prisoner in your own home on a Saturday morning. The reduction of 8 spaces are from an area that is currently used as parking for sporting attendees so this is only exacerbating this issue. If removal of these parking spaces is an absolute requirement for this plan then please make parking in Bennett between the intersection with Oliver and Sturgess a residents only parking.
E675	I am responding to your recent received email regarding the complete turnaround by Council with regard to the previous information re this proposal. I am of the belief that the majority of stakeholders chose Option 1B following Council's initial proposal. As a stakeholder directly involved in the change of this ""accepted"" option, I request that Council provides me with the reasoning and logic behind this change to the cycleway now being proposed on the Northern side of Bennett Street.

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Reference	Verbatim comment
	I vigorously oppose the change in this proposal for the following reasons:- a) Unsafe driveway access reversing into the traffic lane especially with vehicles parked adjacent to the cycleway. It is Council's responsibility to ensure that residents have clear and visible access to their properties and I feel this issue has not been properly considered or addressed. b) This current proposal by Council will involve the construction of a further three crossings involving Oliver, Brighton and Bennett Streets. And what is the point in having constructed a new crossing at Park Street if the original proposal is to be changed? c) I believe the risks to cyclists using these new crossings may put them in danger by having to cross over three busy streets. For these reasons alone, I request that Council seriously reconsider this ""new"" venture and allows its constituents to be heard fairly. My recommendation is that the cycleway should continue to the Southern side of Bennett Street or that the status quo remains. I am vigorously oppose the changes in this proposal for the following reasons in addition to my previous comments:(13/11/23) Vehicle access to properties at present with vehicles parked on the road (normally SUV's) are becoming more dangerous as they block the site distance from vehicles travelling around curve from Oliver St. With the proposed changes it becomes more dangerous as now your vehicle crosses 2 directional cycle lanes & then try to see round vehicles parked further out onto the road pavement, this is also dangerous when exiting & returning to your property you need to slow down to turn into your driveway hoping vehicles behind you will see & also slow to allow you access & if that's the case you then need to observe if any cyclist is travelling on there cycleway before entering your property. Construction of a KERB separator between parked vehicles & cycleway also become dangerous to passengers (young & old) exiting the vehicles as they have another hazard to step over & they are required to look both left & right so they don't step into a passing cyclist or a ""E"" bikes. As mentioned in your FAQ'S added on the 10th November 2023 as quoted: Bike riders are allowed on the road even when there's is a shared path nearby. (What is the point of all this expense to construct a cycle path) Most will choose to use the safer separated bike path,(I don't think so) HOWEVER those that choose to use the road are likely to be More Experienced riders travelling at speeds comparable to vehicle traffic (I agree). This project aims to provide people who don't currently ride then have them ride around the local parks instead. Don't worry about research in Melbourne as they are in all sort of social & financial problems they are last one's to listen too. If Council want to research then do it locally. Ask any cyclist & they all would say that they are experienced therefore they will ride in a direct & quickest route as this will be on the Road so the proposed cycleway will become a White Elephant.

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Reference	Verbatim comment
	May I suggest the cycleway be placed on the Southern side of Bennett Street as agreed in the last year Option1B following Council's initial proposal. With this proposal there would no need to construct crossings in Oliver & Bennett streets as the cycle way would continue on the same side through to Park Street, also the cyclist have no need to cross the busy roads to ride in another direction. The radius at the Oliver St curve does not change because the cycle path is on either side of the road it is the same width. Also Council does not do anything leaving the status quo. Keeping the existing cycleway avoids all the problems between cyclist & motor vehicle's. Regards
E676	I am a cyclist and have used Oliver street for the past 15 years commuting into the city and also for pleasure to get to manly as I live in North curl curl. I have seen the new design and I would like to raise that I do not think it is the best solution. In my life as a cyclist and parent I have spent many hours thinking about road layouts and safety, I have had accidents and near misses. I have ridden in cities across the world and seen many solutions. Sydney and the northern beaches has very particular geography which makes casual cycling fraught with problems. these include : There are no flat roads in the area When it rains it pours (summer storms are not fun to ride in as modern bicycles are just not made for them) Summer is very hot to ride Most of the above should make me an advocate of separate cycleways but I am not because they are under used, and take up precious road space from much more needy transport systems. Although many people say they will ride if there was a cycle way the fact of the matter is that they will not (nobody rides along the one along the beaches). There are too many hills, the weather is never quite right, they are always in a rush, they need to go shopping afterwards, and a myriad of other excuses The current state of the road With the current concrete bollards on oliver street which were placed last year the road is almost not negotiable, i am dodging in and out of traffic and pedestrians and car doors and bins the whole way. 4 years ago my cousin (a careful taxi driver) in the UK opened his car door and a cyclist hit it and died, this was a tragedy but having the passenger doors open onto the cycle lane will increase this risk as people do not expect a cyclist to be whizzing down the inside of them (and they will wizz) Going back to the wide road but with a cycle lane next to the parked cars is definitely my prefered option yes it has flaws and yes there are dangers but this is certainly my preference from the experiences i have had.
E677	Maybe it has already been mentioned but wouldn't the cycle path overcome many of the Park St & Bennett Rd issues if it turned into Bennett went in front of Bowlo car park & entered the park grounds go behind Weldon Oval thereby eliminating many hazards. Still achieves objectives & reduces road implications.

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Reference	Verbatim comment
E678	The community question and answer response from Council re bike usage states - other installed cycleways in Sydney have seen an increase by about 50 percent in usage. With no stated numbers of this usage published this comment is very misleading. For example, if two people used the bike lanes fifty percent would be one additional user. Could we please be supplied with actual figures please? I have tried to book phone meeting with council staff without success.
E679	I do not support this design. While I am very supportive of improving our local cycleways and pedestrian crossings to ensure children can commute to and from school safely, there are some glaring issues with this design. Bennett Street and Oliver Street are too narrow. It is not possible to safely accommodate a two-way separated bicycle path, buses, regular traffic, on-street parking, and garbage collection on these streets using this design. Clearly, Council has not followed the appropriate guidelines and has failed to take into account human error tolerance. Humans will make mistakes and the community should not be penalised with serious injury or death should one be made. ROAD AND LANE WIDTHS As depicted in Appendix 1, the typical cross section of Oliver and Bennett Streets measures 12.8 metres in width (refer to Council's design drawings). A similar design, provided by the Queensland Government, has a road width of 14.7m (Appendix 2). Cycleway width 2.4m is the width of the two-way separated bicycle path proposed by Council, however, the suggested desirable minimum separated two-way bicycle path width, as per 'Guide to Road Design Part 6A, Austroads', is 2.5m (refer to Appendix 3). - In light of the anticipated high numbers of young cyclists, can Council explain why the cycleway width is less than the desired minimum two-way separated bicycle path width? The cycleway shares the same kerb as the road. Safety hazards can arise when pedals hit kerbs. In addition, electric bikes are very popular in the local community. Unlike regular bikes, they are faster and more spacious, and can carry passengers, surfboards, and other items. - What consideration has Council given to kerbs and electric bikes in this design? Buffer strip As referenced in the 'Cycleway Design Toolbox', "incorporating a buffer between people cycling and parked cars is a key safety design feature for cycling facilities, with the ideal buffer width of 1.0m". Similarly, Austroads' illustration indicates 1.0m as the "essential clearance to parked cars" (Appendix 4). Council's 'raised separator' is only 0.2m wide and seems to double as the buffer zone. This width is insufficient. - When considering that this design encourages children to cycle or walk to school, does it provide the necessary clearance width for bicycles to pass parked cars? Travel lane width Council's design has a 3.0m travel lane width for bus route lanes (Appendix 1). According to the NSW Government Movement and Place website, "traffic lanes for buses or where bus routes are planned should be minimum 3.2m wide where possible for signposted speeds up to and including 50kmh". Despite Council's claim that buses are "2.5m wheel to wheel", "modern buses often have fairly large side mirrors that extend well beyond the body of the vehicle, up to 0.3 m each side." (refer to 'Guide to Road Design Part 3, Geometric Design, Austroads', page 107) Both northbound and southbound bus routes operate on Oliver and Bennett Streets. Council's proposed 6.0m travel lanes are narrower than the width of two buses side-byside. Moreover, buses will pass each other at a speed of 40 kilometres per hour. (2.5m + 0.6m + 2.5m + 0.6m = 6.2m) - When determining the width of the travel lane, did Council consider the side mirrors of buses? - And are local commuters at risk of bus collisions?

GOLD VERSION

Reference	Verbatim comment
	Regarding garbage bin collection, Council comments in the 'Curl Curl - Freshwater Connectivity and Streetscape Upgrade' state that ""waste trucks are 2.85m wide"". - Could a bus with a width of 2.5m + 0.6m for mirrors pass a garbage truck with a width of 2.85m without colliding with it, parked cars, or people exiting parked cars? It appears Council has only allowed a 5cm tolerance. (6.00m - 2.50m - 0.60m - 2.85m = 0.05m) GARBAGE BIN COLLECTION A small section of Oliver Street is only shown on civil plans titled 'Bin Collection and Driveway Access'. Neither a legend nor measurements of the bins appear to be included in these plans. These plans are therefore difficult to understand, since it is unclear if it is for one bin or two. - Could Council please provide scaled civil plan drawings for bin collection and driveway access (including measurements of the bins) for all impacted houses? And could the plans be detailed like this? BICYCLE PARKING - Is there a provision for bicycle parking in this design? OTHER SIMILAR DESIGNS Council lists Doncaster Avenue, Kensington and Ridge Street and West Street, North Sydney as sites with similar designs in front of houses. It appears Ridge and West Street's cycleway extends along a footpath not the road (the road's kerb can pose a safety risk to cyclists), and there seems to be no bus service on these streets. “Two northbound bus services (267, 263) are currently operating on West Street, between Ernest Street and Amherst Street. The narrowing of the existing travel lane from 3.5 to 2.9 of road widths will result in unsuitable bus travel lanes, which require a minimum of 3.2m travel lanes. On this basis, consultation with STA is required to agree on rerouting bus services.” (refer to ‘West Street Investigation & Concept Design’, Spackman Mossop Michaels, page 64). Thus, these examples have no relevance to this project. - Can Council please provide relevant examples with links of sites with a similar design? SAFETY AUDIT - Council's Safety Audit does not detail measurements of lanes or roads. Why? While I am strongly in favour of reducing the speed limit in our local area and improving cycleway and pedestrian paths, I believe this design is defective and dangerous. There are many factors that have been neglected in this design, including door zone conflicts, human error tolerance, lane widths, garbage bin placement and waste collection, and the provisions for bicycle parking. This design should never have been released to the public. Council should not proceed with this design, burdening residents and taxpayers with yet another piece of substandard infrastructure is not appropriate
E680	I would like to voice my support for the revised Curl Curl-Freshwater Connectivity and Streetscape Upgrade. 3 days a week I cycle my two young children on the back of my cargo bike from Cromer to a Freshwater daycare, taking some of this proposed route along the way. The cycle route from Cromer generally is excellent and there are only two sections where I feel very ‘on edge’: going up Griffin Road from Dee Why with the narrow bike lane and passing traffic, and in some of the later sections towards Freshwater with the risk of being ‘doored’ by parked cars. I strongly support this project, and the cycle network connectivity generally, because our life decisions on the Northern Beaches have been based around the ease of cycling. A major reason we bought our house in Cromer was because of the dedicated cycle lanes to safely cycle our children

Reference	Verbatim comment
	up and down the beaches, and our cargo bike has replaced the need for a 2nd car to be used on increasingly crowded roads. Not to mention the cost saved and healthier lifestyle we have gained from it, and encouraged in our children. My only specific feedback to this project is to understand better how the existing cycle route from Dowling Street will connect to Oliver Street, as these plans don't seem to be present. I assume it follows the zebra crossing and then along the small section of pavement on Lawrence street before reaching Oliver cycle route, which would make sense. Overall, I hope this feedback and support will help to prioritise those who rely on a safe cycle to get through Freshwater like our family, and not just local residents that may be inconvenienced by the loss of a street parking space to benefit the route. We have benefitted hugely from the work done on the cycle network across the Northern Beaches, including the recent dedicated lane along Dee Why Strand, and I am excited for the future as our children grow up and choose to cycle rather than using cars.
E681	Having reviewed the updated design and accompanying safety audit, I have the following comments for your consideration: 1. Review the intersection layout and signal phasing at Oliver and Lawrence. Specifically (a) pedestrian crossing on western arm (currently missing) (b) scramble crossing to allow bikes to cross diagonally northbound on Oliver St to access the bike lane. 2. Extend the bike lane down the hill to Pittwater Road. 3. Reduce the speed limit to 40kph along the full length. (Note: already 40kph in school zones for most of the length.) This will particularly help with sight lines at Oliver and Brighton, where a pedestrian was tragically killed in recent years. 4. Widen the footpath through Jacka Park and reduce the speed limit in Glen St to 20kph to facilitate this strong desire line for pedestrians and cyclists heading to/from Freshie shops and beach.
E682	I am writing to express my strong support for the Oliver St bike path in Freshwater. The project would be great for our community in so many ways - help promote sustainable transport, enhance bike riders safety, and create a healthier, more connected neighborhood. I would really like to encourage council to widen the path however, to improve the safety and amenity of the bike users, especially the young kids that are likely going to be using it to get to school. Retaining car parking should not be a priority for the project. The kerb is not a place for people to store their personal belongings! I urge you to support the implementation of the bike path for the benefit of our whole community.
E683	I would like to add my support to the proposed improvements to the streetscape between Freshwater and Curl Curl. We are bike riders as well as car drivers. Wherever possible, we prefer to travel locally by bike. We have been thrilled with the improvements on the Strand in Dee Why. The simple act of restricting cars and adding a wide cycle lane has transformed the seafront there. It is now an appealing place to sit and relax, with no worries about traffic noise and fumes. In the same way, this proposed Freshwater/Curl Curl improvement will enhance the area, allowing people to walk and cycle. It is essential that we reduce the use of cars and encourage environmentally friendly travel. This will be a good step in the right direction.
E684	Thank you for the great plans. I've lived in the area for about 20 years and the increase in traffic along Oliver/Bennett is amazing. I live on Holloway Place now and have two young children.

Reference	Verbatim comment
	Crossing anywhere except at the lights near the public school is quite dangerous, even the side streets as people cut through to Brookvale. Very few people adhere to the speed limits so I'm skeptical that lowering the limit will have any impact unless you also put in physical speed limiters (ie, speed bumps, like in your plans). The bike lane is also great as the sidewalks get quite busy with electric bikes that move cery quickly. Anyway, hopefully this gets through and completed this time without hassle.
E685	I am amazed and in total disbelief that Council would even think of take into consideration that a dual Lane cycle way along Oliver Street is really going to benefit anyone, and to think Council would wish to propose and or construct infrastructure that will jeopardise vehicular movement and risk of more traffic/pedestrian accidents. Clearly the Council has not conducted a thorough Risk Assessment of this Proposal which contravenes State Government recommendations of road width for vehicle movement, impacts on pedestrians and general public safety, let alone the impact on traffic flow. Having reviewed the Hierarchy of Controls in respect of this proposal, it would not get passed first base of that being elimination of (impacts on pedestrians and general public safety, vehicular movement in safe manner) whereas in fact this proposal is only enhancing the problem of this control. I need not go any further into my point of this matter, as I trust Council seriously take my points to task, as if Professionals were involved in due course of any incidents or accidents, Council would be held to be liable, let alone the consequential damages that may occur. I sincerely hope that Council will not only take my and many other points of view on board so as to keep the Freshwater to Curl Curl traffic moving as freely as possible and in the safest manner possible.
E686	I note from viewing the project page, the car spaces located along Oliver St. As a safety issue I would like to identify a concern I've held for quite a number of years. When exiting Wyuna Ave either left, or more crucially right into Oliver St, sight of oncoming traffic from the roundabout in Wyndora Ave, is screened. Looking at the allocated car spaces, 6 are located on the Western side of Oliver St., between Wyndora Ave and Wyuna Ave. With those parked cars, and due to the dip and incline on Oliver St. from Raffo Lane, makes it a very dangerous exit from Wyuna Ave. This has been demonstrated time and time again over the years as accidents and near-misses are a feature of the intersection. To exacerbate this problem, at various times over many years and over lengthy periods, caravans and boats on trailers have utilized these spots, making it even more difficult to sight oncoming traffic. Eliminating several car spaces on the west side of Oliver St. closest to Wyuna would certainly help alleviate the sight problem. Additionally, having "No parking, motor vehicles excepted" signage between Raffo Lane and Wyuna Ave should be considered as a safety and sight-line issue and installed, as with the Bennett St / Oliver St bend.
E687	The proposed two way bike path is dangerous on Oliver St as there are many starts and ends to the path as it goes through roundabouts. It doesn't make sense to do this.

GOLD VERSION

Reference	Verbatim comment
	A two way path is dangerous with oncoming traffic. Riding in the opposite direction to the traffic and crossing at a roundabouts will be dangerous. (I would continue to ride with the traffic as this will be safer.) Recommendations: -widen each sidewalk and convert to include a single lane bike lane (low speed limit) and two way pedestrian lane. -Provide more refuges on the cross streets for pedestrians and bikes to cross -or Keep bike paths single direction on each side of the road and either provide merge into roundabout or provide ramp up to sidewalk at roundabouts and refuge on crossing for younger riders. -Keep the refuge on the crossing at Brighton street is safer for pedestrians crossing.
E688	I would like to give the council my overwhelming support for the Oliver St Upgrade. It's great to see cycling projects in the LGA transition from shared-paths towards dedicated bike paths. I strongly encourage the council to finish this project as soon as possible, as it will provide thousands of kids a chance to be more active and safety bike ride to school (not to mention all the other people who will use it!). My only recommendations would be if council could consider widening the bike path further so people can safely go past each other and slowing the traffic speed to 30km an hour.
E689	Hope this finds you well. I just wanted to shoot a quick email to show my big support for the new bike lane you're looking to set up in Freshwater. The idea of having a cycling lane that's separate from traffic and pedestrians is awesome. This move has the potential to change the game for commuting in our area, and get more people on bikes which is a much healthier and environmentally friendly than cars. I've got kids that go to Harbord primary and they would love to use the bike lane to get school. Much safer than using the footpath or road! I'm all in for more of these ideas which make the area more active and progressive. Big thanks for pushing this. Looking forward to seeing the positive impact this bike lane will bring to the area.
E690	This is a great initiative and I fully support. Just one point re safety on the Bennett Street Bus Stop. The bus shelter being right out on the road is a bit dangerous. Cars would be passing fast only about 1 metre in front of people at the bus stop. Suggest reconsidering the design here. Would you want your kids waiting for the bus at that stop? I wouldn't. If you mirror the stop at Harbord Public School it would solve the problem - keep the existing shelter and have the cycleway in front - keep the mini-crossing on the cycleway but in front of existing shelter, then people can walk across that and get onto the bus.
E691	Dear Councillors, I would greatly appreciate your full support for the cycling upgrade for Oliver and Bennett Streets. Fundamental walking and cycling infrastructure is vital to a better future for our community.
E692	Dear Council,

GOLD VERSION

Reference	Verbatim comment
	I trust this message finds you well. I am writing to express my strong support for the Oliver Street Upgrade which will better connect our local schools and neighbourhood with cycling and walking facilities. The bike path is essential for our community, and I firmly believe that it will not only enhance safety for the most at-risk people using Oliver Street but also increase the ""neighbourhood feel"" of the area. As a parent, I am particularly excited about the prospect that my children will be able to safely cycle to school. Ensuring their safety while bike riding is of paramount importance, and the separated bike path would undoubtedly provide the security and peace of mind that other parents like myself seek. Please accept my full support for the project, however, if the bike path could be made wider (the section already completed on the southern end looks very narrow) and the speed reduced further to 30km an hour that would be an added big improvement. I very much look forward to seeing the positive impact it will have on our community.
E693	Can you please build this bike path already, instead of stopping it mid way and leaving it in limbo. You've already committed to it, the majority of the community here wants this bike path (the reason you've started it in the first place). Thank you
E694	Hi there, I do not support the proposed design.Please leave our roads for two lines of traffic for cars and trucks.
E695	I live on [redacted] I am totally opposed to this cycleway plan. Our household received no notice of the proposed plans and I have just found out submissions are closing in 10 December. Due process has not been followed and the notice period should be extended until the end of February as many people will be on holidays from now until end of January. The roads are too narrow, It is dangerous and reduces the already limited parking near the beach. Dear All, The rejection of the request to extend the consultation period, as request by [redacted] and the other 800 signatories to the petition, against the proposed cycleway is disappointing. The community is clearly furious about the proposal and would like further time to consult and have their views acknowledged and heard. The fact that you cannot accommodate an extension period of approx. 50 days (over the Christmas period when many are away) makes it seem like there is something not right about this process. I request that the consultation period be extended until 31 January 2024. Yours faithfully
E696	I'm a huge supporter of the plans to upgrade the corrdior to include a separated bike path and improve the pedestrian facilities. Great job Council. Please don't be swayed by the noisy minority, this is an excellent solution that will help people of all ages and abilities to ride a bike.

Reference	Verbatim comment
	We know that life stage is important when forming travel habits. I grew up in a very car centric household and arrived at a different conclusion that bike is best. What's amazing about the transformation in the beaches now is that so many young people ride bikes and so this is an incredible opportunity to capitalise and shape travel habits for the long term future - supporting our health, reducing emissions and supporting biodiversity (the last 2 are in complete crisis). I have a 5 suggestions; •The left turn onto bennett st and stirgess street also needs a minor upgrade and should be shown on the map. This should be a quietway with clear markings for bikes and tighter radii for cars. This is a key link into brookvale and into the Creek •Greendale creek area needs biodiversity sensitive lighting. It's pitch black at night and this is a big barrier, especially for women to ride bikes. •oliver street should have a reduced speed limit. It should be 30kph. At most 40. If someone is hit at 40kph vs 30kph they are twice as likely to die. Ausroads guidance says that the best thing to do to support a walking and cycling environment is to reduce the speed. It also barely affects journey times as its the intersections that do that. See the diagram below. •Where possible, we need more trees and native plants to support biodiversity. I know this is considered already but we should have more, and think about creating biodiversity corridors connecting in with Greedale Creek and to the parks. •Appreciate this might be phase 2, but the crossing at harbord lagoon over griffin road is shocking and substandard. This should be a raised crossing, shared for pedestrians and bike riders. It's not safe.
E697	I oppose the proposal based on safety and amenity reasons. The proposed route is not safe and the reduction in width will result in frequent road blockages when bus, trucks and bin collection vehicles stop. It is not safe for an elderly or disable person to exit a vehicle and then have to walk across a bike lane – this is particularly so with the use of E-bikes that I regularly observe travelling way in excess of the speed limit. The proposed route down Soldiers Avenue is the most dangerous aspect, this is already difficult to navigate as a 2 way street and unless it is turned into a one way route (which will increase traffic through the already crowded Freshwater village) it is simply not feasible. Having a cross over neared the existing petrol station and Captains shop is asking for trouble – this is a very busy area and funnelling more traffic/bikes across that section is an accident waiting to happen.
E698	As a resident of both North Curl Curl and Freshwater for nearly 25 years, I fully support improving bike paths including dedicated bike lanes as proposed. I also wholeheartedly support speed reduction to 40 km/h (and even to 30 km/h in school zones or where bikes must share the road with cars). We have 4 people in our household, all with under-utilised bikes primarily because of the lack of safe biking lanes. We would love to see more safe bike lanes especially up inclined roads where a mechanical bike rider is going to be much slower than cars and feels/experiences the pressure of the slightly-inconvenienced drivers. Overall, the net positive to our community of these dedicated bike lanes is likely underestimated: healthier adolescents out socialising or surfing instead of cooped up in front of a screen, healthier older adults more confident to ride in relative safety, parents dropping their kids at school using bikes instead of cars, etc. Future suggestions would be: 1) mandatory helmets for riders especially e-bikers, 2) more place to lock bikes, and 3) more dedicated bike lanes.

GOLD VERSION

Reference	Verbatim comment
	Finally I'd like to thank the council for these improved designs although I'd like to suggest improving awareness — I only found out about them by a disgruntled resident who'd dropped notes in everyone's letterbox encouraging us to oppose these new cycleways. Perhaps signs with QR codes along the proposed path with a direct link to your website with before/after images would be helpful. Anyways, thanks for doing your part in helping make our world a better place!
E699	I'm a huge supporter of the plans to upgrade the corrdior to include a separated bike path and improve the pedestrian facilities. Great job Council. Please don't be swayed by the noisy minority, this is an excellent solution that will help people of all ages and abilities to ride a bike. We know that life stage is important when forming travel habits. I grew up in a very car centric household and arrived at a different conclusion that bike is best. What's amazing about the transformation in the beaches now is that so many young people ride bikes and so this is an incredible opportunity to capitalise and shape travel habits for the long term future - supporting our health, reducing emissions and supporting biodiversity (the last 2 are in complete crisis). I have a 5 suggestions; •The left turn onto bennett st and stirgess street also needs a minor upgrade and should be shown on the map. This should be a quietway with clear markings for bikes and tighter radii for cars. This is a key link into brookvale and into the Creek •Greendale creek area needs biodiversity sensitive lighting. It's pitch black at night and this is a big barrier, especially for women to ride bikes. •oliver street should have a reduced speed limit. It should be 30kph. At most 40. If someone is hit at 40kph vs 30kph they are twice as likely to die. Ausroads guidance says that the best thing to do to support a walking and cycling environment is to reduce the speed. It also barely affects journey times as its the intersections that do that. See the diagram below. •Where possible, we need more trees and native plants to support biodiversity. I know this is considered already but we should have more, and think about creating biodiversity corridors connecting in with Greedale Creek and to the parks. •Appreciate this might be phase 2, but the crossing at harbord lagoon over griffin road is shocking and substandard. This should be a raised crossing, shared for pedestrians and bike riders. It's not safe."
E700	I'm a huge supporter of the plans to upgrade the corrdior to include a separated bike path and improve the pedestrian facilities. Great job Council. Please don't be swayed by the noisy minority, this is an excellent solution that will help people of all ages and abilities to ride a bike. We know that life stage is important when forming travel habits. I grew up in a very car centric household and arrived at a different conclusion that bike is best. What's amazing about the transformation in the beaches now is that so many young people ride bikes and so this is an incredible opportunity to capitalise and shape travel habits for the long term future - supporting our health, reducing emissions and supporting biodiversity (the last 2 are in complete crisis). I have a 5 suggestions; •The left turn onto bennett st and stirgess street also needs a minor upgrade and should be shown on the map. This should be a quietway with clear markings for bikes and tighter radii for cars. This is a key link into brookvale and into the Creek •Greendale creek area needs biodiversity sensitive lighting. It's pitch black at night and this is a big barrier, especially for women to ride bikes. •oliver street should have a reduced speed limit. It should be 30kph. At most 40. If someone is hit at 40kph vs 30kph they are twice as likely to die. Ausroads guidance says that the best thing to do to support a walking and cycling environment is to reduce the speed. It also barely affects journey times as its the intersections that do that. See the diagram below.

GOLD VERSION

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E701	I'm writing to show my strongest support the bike path through Freshwater. This is a key missing link in the cycling network and currently has very large numbers of cyclists riding on the road - which is incredibly very dangerous! Especially for our young kids who are learning how to ride independently. It's great to see Council moving away from rolling out BAU shared paths, and starting to deliver high-quality separated facilities for bike users (it would be great if this path could be made at least 3m wide!). We want more people to be using their legs and bikes to move around not their cars! Prioritising these modes of transport above cars is what needs to be done. And fast. This bike path gives me hope that our community is heading in the right direction. Please deliver it asap so we can move onto the next one (connecting all the way to Griffin Rd and through to Dee Why Strand!).
E702	In response to the upgraded bike plan i would make the following points. . The roads cannot cope currently let alone provide for bikes. E bikes are not policed and many rides either do not know roadvrules or fail to obey them. The changes do not address the needs of many over that of many. Density of population is only increasing placing more pressure on roads.
E703	I am writing to express my concern for the above cycleway proposal. I am opposed to the dual cycle ways. I believe this design will create risk for road users. It is especially risky for buses using a road that will be only 3m wide. E-bikes are another big concern for me, young children do not have the capacity to navigate dangers Please do not add to our already existing stress on the roads by going ahead with the above. Please listen to the people who live here.
E704	I am writing to express my full support for the proposed Oliver Street cycleway, which is currently under community consultation. As a resident of Fairlight, I regularly commute with my two young children, aged 4 and 7, to school, sport and leisure trips which forces me to regularly use Oliver Street. The prospect of a separated bike path along Oliver Street is genuinely exciting for me as it promises to enhance the safety of our daily journeys. I believe that such a dedicated infrastructure will not only encourage more families like mine to embrace cycling but will also contribute significantly to the overall safety of pedestrians and cyclists in the community. In addition to expressing my support for the cycleway, I would like to request special attention to two critical aspects that would further improve the safety of the area. Firstly, I kindly ask for a reconsideration of the current speed limit in the vicinity. Lowering the speed limit would create a safer environment for my children and others to ride, walk, and play. Secondly, I encourage the implementation of additional traffic calming measures to ensure a secure and welcoming space for all community members. The potential for a wide bike path along Oliver Street is not only an asset for local residents but also a fantastic addition for the broader community. Connecting this separated infrastructure to

GOLD VERSION

Reference	Verbatim comment
	Manly and Dee Why in the future would undoubtedly be a significant benefit for all residents, promoting alternative and sustainable modes of transportation. I genuinely appreciate the efforts of the Northern Beaches Council in seeking community input on this crucial project. Thank you for considering the well-being and safety of our community members. I look forward to the realization of the Oliver Street cycleway and cannot wait to ride the completed path with my children. Thank you once again for your commitment to making our community a safer and more accessible place.
E705	Im writing to you to express my concern over the new proposed design for the Cycleway from Curl Curl to - Freshwater. I do not support this design as it leaves a road that is too narrow for busses and cars to drive along safely. Parked cars will be damaged, Busses will not safely fit causing damage to cars parked and oncoming. It will cause congestion on an already struggling road network in this area. It reduces residential car spaces that will only push the parking elsewhere such as park and playground carparks, limiting parking for their intended use. Encouraging bike use is the way of the future but this design does not work. Why design the bike cycleway 2 lanes ? Surely a narrower bike lane is all that is needed ? I hope you take my concerns into consideration and a call for a new more efficient community collaberation design.
E706	Thank you for your revised plan for the Curl Curl-Freshwater Connectivity and Streetscape Upgrade. I am the owner/resident of [redacted] and directly affected by the design. I am very supportive of the idea as long as the path is on the Northern side of Bennett St as designed. Street front parking is needed. I also wish to reinforce the need for lower speed limits of preferably 30 km/hr for the whole route. If its 40km/hr people will travel at 50-60. If 30km/hr then people will travel at 40. The Adams St - Bennett St - Oliver St has become a 'rat run' for thousands of Dee Why/Upper Northern Beaches residents. The traffic is very dangerous and needs to be slowed and reduced. Could you look at further structures such as the crosswalks at Bennett-Park St & Bennett-Oliver St being Raised, Marked and narrowed. Even have it one lane only. Also needs strong lighting. Further deviations and change to the whole of Adams St to create a slow traffic flow from the beach is definitely needed. Most people against you plan will be those that currently speed in the street and threaten lives of the local residents. I believe 10,000 cars a day come through our street and we should look to half that if possible. Excellent idea - just make sure you slow the traffic and deter people from using it as the Dee Why Rat Run. I would be happy to talk with anyone from council further.
E707	We believe the tree at the the corner of Soldiers Ave and Oliver Rd (The tree is dedicated to members of the Freshwater Surf Club) presents a dangerous hazard to pedestrians crossing Soldiers Ave..

GOLD VERSION

Reference	Verbatim comment
	We write from experience as we have had a close encounter with a vehicle. Our concern is mainly for School children and young mothers with children. The crossing is dangerous as the tree blocks vision of Motorist and Pedestrians
E708	As a long time resident of Freshwater I am writing to object in the strongest terms to the proposed changes in particular to Oliver road. This design is nothing more than a plan for accidents, the safety of all concerned will be put at risk by the narrowing of the lanes and the concrete blocks (already installed in Oliver Road) Please reconsider this project and come up with a solution acceptable to all. not just the few cyclists who use that route. Without wanting to sound sarcastic, I hope you are not using the same traffic "experts" that have been used on the Rozelle interchange, it seems "common sense" is not all that common.
E709	Please finish the bike path at Freshwater Oliver St. It feels unsafe to use the shared paths and this would mean people can ride with freedom from people walking. The community needs more bike paths like this one so we can ride to the shops and school in safety. Bike riding is far better than cars, with the environment and health benefits. I very much hope this bike path is finished. Please don't disappoint our community by not doing the rest of the street.
E710	Thank you for your revised plan for the Curl Curl-Freshwater Connectivity and Streetscape Upgrade. I am the owner/resident of 84 Bennett Street Curl Curl and directly affected by the design. I am very supportive of the idea as long as the path is on the Northern side of Bennett St as designed. Street front parking is needed. I also wish to reinforce the need for lower speed limits of preferably 30 km/hr for the whole route. If its 40 people will travel at 50-60. If 30 then people will travel at 40. The Adams St - Bennett St - Oliver St has become a 'rat run' for thousands of Dee Why/Upper Northern Beaches residents. The traffic is very dangerous and needs to be slowed and reduced. Could you look at further structures such as the crosswalks at Bennett-Park St & Bennett-Oliver St being Raised, Marked and narrowed. Even have it one lane only. Also needs strong lighting. Further deviations and changed to the whole of Adams to create a slow traffic flow would be excellent. Most people against you plan will be those that currently speed in the street and threaten lives of the local residents. I believe 10,000 cars a day come through our street and we should look to half that if possible. Excellent idea - just make sure you slow the traffic and deter people from using it as the Dee Why Rat Run. I would be happy to talk with anyone from council further. he use of roundabouts up and down Bennett St & Adams St, together with street narrowing, more cross walks and one way sections would be great. This combined with a speed limit of 30km/hr would be brilliant.
E711	I want to express my wholehearted support for the proposed Oliver Street bike path project. I understand that the introduction of new bike paths often faces significant opposition. However, I'd like to draw your attention to a remarkable success story that may resonate with our current situation. The Bourke Street cycleway in the City of Sydney, despite initially receiving 80% negative

Reference	Verbatim comment
	feedback during the community consultation phase, has transformed into one of the most celebrated bike paths in the city, earning praise from residents and businesses alike. This example illustrates the transformative power of bike infrastructure and the positive impact it can have on a community when given the chance to evolve. Cities worldwide, including Wellington and New York, have experienced similar initial challenges, only to witness a substantial increase in cycling participation and widespread community support as the infrastructure matures. I encourage the council to consider the long-term benefits and the broader global trend toward sustainable and active transportation. Bourke Street's success highlights the potential for change and the positive outcomes that can result from persistent efforts to integrate cycling infrastructure into our urban landscape. While I acknowledge the challenges and opposition that may arise during the implementation phase, I believe that the Oliver Street bike path has the potential to become an integral and celebrated part of our community, just as Bourke Street has become in Sydney. I appreciate the council's dedication to a more sustainable future, and I stand in full support of the Oliver Street bike path initiative. Learning from the experiences of other cities can provide valuable insights that will contribute to the success of this project. Thank you for your time and commitment to making our community a better place for all.
E712	We have 3 specific areas of concern with the cycleway design; 1. Impact of parking to business and residential on Oliver St between Wyuna and Wyndora 2. Design width of cycleway and concrete parking blocks 3. Lack of specific planning communication for the Northern Beaches Bike Plan in regards to separated cycleways beyond the Bennett St & Oliver St section The parking adjustments analysis states that only 6 cars park on the eastern side, and 6 cars on the western side on Oliver St between Wyuna and Wyndora. The images shown below clearly show that 8 cars park on the Eastern side and 7 cars park on the Western side, resulting in a loss of 3 car spaces if the adjustments plan is followed. These parking spaces are always full, and the 3 spaces in front of the commercial property are relied upon for customers. With fewer parking spaces there will be more pressure on the surrounding streets which are already at capacity. Please make every effort to retain the parking spaces through smart design of the cycleway and crossings. This should be achievable given the style of the cycleway, but without consideration these spaces could easily be lost. Note, there is a yellow ‘no parking’ line near the corner of Wyuna, however with the presence of garden beds these could be re-assessed. We have concerns that the width of the bike path is excessive given the low volume of two-way traffic, placing extra pressure on the widths of the parking and travel lanes. With a narrower bike path the riders will still be able to pass each comfortably on the rare occasion that there is two-way traffic. The concrete raised separators are also excessive, and due to the very slim parking lane widths drivers must park right up against the concrete separators, scratching the wheels due to high/wide design of the concrete barriers. Please consider lower profile designs such as the image below. Either lower profile concrete barriers and/or a narrower bike path width would improve the ability of drivers to park safely and exit the cars safely.

GOLD VERSION

Reference	Verbatim comment
	Although I support the concept of a separate cycleway, there has been a lack of planning and communication relating to Separate Cycleways within the overall Northern Beaches Bike Plan. Speaking to the project team in our 'Ask Us' session, it was very clear that the council wishes to connect Manly to Freshwater to Dee Why all via a Separate Cycleway design. This is great, however this specificity has not been communicated and has left the community wondering why the Oliver/Bennett stretch is the only section executing a separate cycleway. Furthermore, the council does not have confirmed funding to execute the other stretches of separated cycleways, leaving the overall vision in limbo. See the image below, there is no specific detail as to whether the "Future Bike Connections" dotted blue lines are intended to be separated cycleways or shared paths. South of Freshwater to Pittwater Rd there is a need for a separated cycleway due to the existing narrow shared footpaths, AND there is the space to execute it. However this has not been communicated, and the funding has not been confirmed. The current project was able to secure Federal funding, but the council has failed to fund the rest of the plan. This makes the current project look opportunistic at best, instead of professionally planned. Please consider communicating the overall vision for Separated Cycleways in the Dee Why – Manly area, and the timing and the source of the funding to execute it. Enrolling the community in the overall vision will create a better outcome for the community.
E713	I don't want a lot for Christmas.. There's just one thing I need.. I just want that bike path, Council.. For Oliver St Upgrade to proceed! You have my full support and encouragement to finish delivering Oliver St Upgrade, this project is a flag-ship opportunity to change the game for active transport on the northern beaches. Some comments to note on the project: •When doing comm's for bike riding projects I strongly recommend referring to the 'Framing walking and bike riding Message guide' created by VicHealth: https://www.vichealth.vic.gov.au/sites/default/files/VBM-Framing-Walking-Bike-framing---message-guide.pdf •More large trees that provide canopy cover for people using the footpaths and bike path would be beneficial, could trees be planted intermittently in the parking lane? •Parking being removed to prioritise road space for the most vulnerable road users is really positive to see and I would encourage council to continue to do this in all other road projects (this aligns with the Road User Space Allocation Policy) •Slowing the speed limits to 30hm/hr would be fantastic to see (supported by traffic calming measures), this would align with the latest guidance from the 'Speed Zone Review Standard' which states that ""Vulnerable road users such as pedestrians and cyclists are much more likely to be fatally or seriously injured at impact speeds above 30 km/h. Priority should always be given to the needs and volume of vulnerable road users when setting speeds."" :https://standards.transport.nsw.gov.au/search-standard-specific/?id=TBA%20-%200004459:2022 •Widening the bike path to align with recommendations outlined in the 'Cycleway Design Toolbox', 3m minimum path width and a 1.0m buffer, would provide much higher levels of service to the bike users and greatly improve usage/safety/amenity Thank you for considering my comments and I very much look forward to more projects like this one in the near future!

GOLD VERSION

Reference	Verbatim comment
E714	After writing to Council on previous occasions regarding the above proposal and recently meeting with Council representatives at Harbord Literary Institute I would like to make the following brief comments for consideration; Additional Comments: No parking on Oliver St from Lawrence (Church) to Soldiers Avenue - the road is currently just TOO NARROW for motorists manoeuvre their cars, trucks etc. Install road humps to reduce traffic & speed limits Combine bike & footpath from Lawrence to Oliver as this section too busy for separate lanes making parking impossible for residents as now drastically reduced - extremely dangerous for 2 large unit blocks Iie; 25 & 29 Oliver Street, to enter/reverse into property - blind spot if residents reversing (whether from individual houses or units) Extremely dangerous when alighting parked cars as no traffic gives way when trying to open driver door into main narrow road with 2 lane traffic. Parked cars now likely to be side swiped unintentionally Warning signs of fines imposed if cyclists use road & to be encouraged to use dedicated lane if bike over certain size or risk fine. Cameras installed. Positives: Highly visible pedestrian crossings especially the one coming off Wilson street as this was a blind spot for motorists & busy part of Oliver street /access to village. No parking introduced (I hope) on corners of side streets off Oliver street, especially when no traffic lights or roundabout as is the case of Wyuna / Oliver Street. (See image attached). Visible footpath/cycle areas identified. Query: Is it essential to spend so much time & money on a project that in a perfect world would be ideal but most likely not be fully utilised once the novelty of electric bikes dwindles. Whilst encouraging for bike riders it has a negative impact of motorists, utility drivers and delivery /maintenance operators as well as the everyday motorist who has no alternative but to use this already busy road to access their home whilst commuting.
E715	I am writing to express my wholehearted and complete support for the proposed bike path (and pedestrian upgrades) through Freshwater. Introducing a dedicated bike path is highly commendable and will make our community healthier and more sustainable. Such initiatives not only promote active lifestyles but also play a crucial role in reducing our environmental footprint. Shared paths have reached their capacity and it's time to begin implementing separated facilities to encourage more people to ride as opposed to using the car. Recognising that there might be community hesitations, I urge the council to prioritise the long-term benefits over initial concerns. While it's not uncommon for uncertainties to arise with new projects, the overwhelming positive impact on community well-being, safety, and environmental conservation should be the focal point of our decision-making.

GOLD VERSION

Reference	Verbatim comment
	I strongly encourage the council to move forward with the implementation of the bike path. This project represents an investment in the future of our community, and the enduring advantages are likely to outweigh any initial reservations. Thank you for your commitment to enhancing our community's walking and cycling infrastructure. Your decision to he bike path will undoubtedly contribute to the creation of a more vibrant and sustainable environment for both current and future residents.
E716	I thought that this project was a done deal, but now your going out to community consultation again?! Almost everyone wants it to happen, and those that don't have their heads in the sand and can keep driving their SUVs around until they [redacted]. But they shouldn't have to bring the rest of the community down with them! Me and everyone I know are 100% keen for the project to go ahead! It's one of the first times I've been genuinely excited for a road project to happen in the area. Let's hurry up and get this done, preferably before I'm too old to ride my bike and actually use it.
E717	Hi Please, please PLEASE finish the road upgrade on Oliver Street. It was really great to see the new bike path being put in on the southern end and I'm not sure why it's stopped all of a sudden? I'm tired of riding my bike along shared paths and getting abused by pedestrians and risking my life riding on the road. Something has to be done to make cycling safer!! This is finally a step in that direction and now it's on hold? The community voted a big yes for the project last year and now your asking us again what we think of it? We already said yes, yes, yes!! The tiny part that's been completed on the southern end is already in daily use by cyclists!!! Why the wait to finish it? We should be talking about extending it yo Manly or Curl Curl beach by now. Please do more to make it safer to ride your bike. It's desperately needed.
E718	I trust this email finds you well. I live in Queenscliff and have three young children. I am writing to express my strong and very enthusiastic support for the Oliver Street Upgrade (bike path) through Freshwater and to Harbord Primary. The prospect of my two children riding their bikes to school together is very exciting for our family. Beyond the personal aspect, I very much believe that a dedicated bike path will enhance the safety of the road as well as create a more healthier, environmentally friendly and active community. I would like to urge the council to prioritise and expedite the implementation of this bike path as soon as possible. Thank you for your attention to this matter. I appreciate the council's commitment to the welfare of our residents, and I look forward to witnessing the positive impact of this bike path on our community.
E719	The new upgrades will not work on these streets as the roads are to narrow . It is to dangerous for drivers after parking their cars.leave the roads for driving and parking.
E720	We as rate payers and local citizens are concerned at the proposed design and trial of the cycle way, 1/ We feel it is quite a dangerous design leaving parked cars almost in the centre of the road,

GOLD VERSION

Reference	Verbatim comment
	in our opinion there is not sufficient room for local buses to pass each other in a safe manner. 2/ We are also concerned about the way the cycle way weaves in and out with solid cement kerbing. I as a local Cycle rider feel these obstacles may be difficult to negotiate while watching for parking cars ect. 3/ The road is to narrow to except this brilliant suggestion, and the trial proves this.
E721	Dear Council I have some grave concerns regarding the proposed cycle ways. I am not against cycle paths but I am not sure the current plan is the right way to go. I think there will be issues coming out/into driveways crossing cycle ways and footpaths. Also I think the gap for the buses to pass is far too narrow and there will be traffic build ups behind buses every time they have to stop at the bus stops. Have the fire services been contacted to ensure they are confident they can reach across parked cars, cycle ways and footpaths to reach units/houses to put out fires. I have also seen the future proposed cycleways down Soldiers Ave across in front of Captains shop and down Ocean View Rd. Soldiers is too narrow and it is dangerous. Parking is very difficult and in short supply down these routes and we can't afford to lose any parking. Finally the junction in front of Captains shop is not the place to have cycles crossing. Please reconsider this decision.
E722	Hi council, I'm writing to you to please deliver the Oliver St Upgrade asap. It's currently very hard to walk, let alone ride, down the street without the always present danger of cars. Bike riding is growing in popularity immensely these days, and it's really been wonderful that young kids are riding around on the electric bikes and not requiring lifts from their parents to get places. It's great for their physical and mental health. Also, I ride a cargo electric bike and it is wide! I'm concerned that the bike path won't accomodate bikes like mine. Bikes should be able to safely pass one another on the path at speed. It'd be great for Freshie to have less cars on the road and I see this project as a great way to achieve that.
E723	I'm writing to share my excitement about the dedicated bike lane in Freshwater. As an older resident who's itching to ride more around the local area, having our first dedicated bike lane is downright awesome! I can't wait to hop on my bike and explore Freshwater without stressing about cars. Riding on the streets has become a bit too wild for my liking, and the proposed bike lane is like a breath of fresh air. It's not just about me – I know plenty of folks who are keen on the idea too. It's such a shame that there's been some noise from the naysayers, but I want to let you know that they are a small minority. I'm hoping the council can hear the majority of voices eager to see this project roll ahead. Looking ahead, wouldn't it be awesome if this path could eventually link up to Curl Curl Beach/Griffin Rd? Dreaming big here! Thanks for listening, and fingers crossed for some smooth pedaling ahead!
E724	Hi Council

GOLD VERSION

Reference	Verbatim comment
	As an owner of two cars and a cyclist I am extremely pleased to see there is effort being made to make cycling safer on the Northern Beaches beyond just painted lines in the parked car door zone, or green paint strips that disappear after a few metres. To clearly illustrate the importance of why safer cycling infrastructure is required, I have attached a recent video of me getting hit when a car door was swung into my bike at Curl Curl.
E725	We are writing to voice our concern at the proposed bike path from freshwater to curl curl As residents for 70 years we cant see any benefits for local ratepayers . This is going to create problems on a number of fronts on an already overworked system. We are already suffering from huge traffic problems in soldiers ave with increases in traffic by Over 100percent per day . The speed limit has not been changed as promised 12 months ago ,not that matters as cars are coming down soldiers Av doing 100kph the increased traffic from a proposed bike path will be a nightmare. We don't know of any long time resident who is in favour of this proposal . Could you confirm who came up with this idea
E726	To council I'm reaching out as a resident and an ardent supporter of the proposed Oliver Street upgrade. I'm incredibly passionate about cycling as a mode of transport. Currently, navigating Oliver Street on a bike is very challenging, given the lack of dedicated infrastructure. I strongly believe this well-designed bike path would not only address safety concerns but also encourage more residents to opt for sustainable commuting. It's been fantastic to see so many young people using electric bikes to get around the neighbourhood. And this project would encourage others to dust off their bike that's been in their shed and go for a spin too! Having a safe route like the proposed Oliver Street bike path is crucial to encourage more people to ride their bike over driving places. The potential for a dedicated path promises a safer and more enjoyable biking experience compared to the stressful road rides or the shared paths with frequent unprotected driveway and road crossings (and pedestrians in your way!). I urge the council to consider the urgent need for this bike path, making Oliver Street a more bike friendly road.
E727	Hi Northern Beaches Council. I want to let you know that I am in full support of the Oliver street upgrade, in particular, the bike pathway that will run down the street. The roads are so dangerous to ride on, with so many aggressive drivers who abuse bicycle riders and overtake far too closely. This pathway will give cyclists the space on the road that they deserve. Please continue doing more of these around the northern beaches instead of shared paths. Cyclists lives are at stake.
E728	Dear Transport Network team, Please find attached feedback from [redacted] on the proposed Curl Curl - Freshwater connectivity project.

GOLD VERSION

Reference	Verbatim comment
	[redacted] fully supports the plans to upgrade the streetscape and improve safety for people walking and cycling on Oliver Street and Bennett Street. We look forward to working with Northern Beaches Council to progress the delivery of the cycleway and associated crossing and landscaping. Please do not hesitate to get in touch if you need further assistance.
E729	Hi Councillor's of the Northern Beaches, I want to express my support for the Oliver Street Bike Path and let you know that the community is very enthusiastic for it to be completed in full. I live in curl curl and commute to Manly on my bike each day. Oliver Street is the most dangerous part of my commute. This bike path would help the many others like me to want to see the northern beaches become a more bike friendly place to live. On hot days like today, I hope that the bike path will have shade from trees too. I've heard concern from others about the path being quite narrow, I hope this also can be looked at and designed wider. So many people are riding around on wide cargo bikes, it would be ideal for the path to fit bikes like these safely on it. Thank you for considering my comments and I look forward to its completion.
E730	Dear council members, I'd like to express my full support and excitement for the Oliver Street upgrade. As a local resident who enjoys riding their bike and walking, I see this upgrade as a huge benefit for the community. I'd like to see more proposals like this one in the area. I'm particular, more dedicated bike projects that separate bike riders from walkers and cars. This upgrade is a really big step in the right direction and I'm really excited to see it when it's finished. Hopefully it will be done and dusted soon!
E731	I hope this email finds you well. As a long term resident of Freshwater I'm writing to express my strong support for the protected bike lane down Oliver Street. I'm enthusiastic about embracing a more sustainable and active lifestyle and am eager to ride my bike more and reduce my dependence on driving. However, I find myself hesitant due to the lack of safe, dedicated bike lanes around the Northern Beaches. Riding on busy roads without the safety of a protected bike lane is a very daunting prospect for me. I believe that this protected bike lane through Freshwater would not only encourage more people to choose cycling as a mode of transportation but also enhance the overall safety and sustainability of our electorate. While shared paths are an option, I share concerns about their safety, particularly with numerous driveway crossings and the presence of large numbers of pedestrians. A dedicated bike lane would provide a separate space for cyclists, reducing the potential conflicts with pedestrians and making it a safer environment for everyone. I believe that the long-term benefits such as improved safety, increased physical activity, and reduced traffic congestion etc., make it an incredibly worthwhile investment for our community. I kindly urge the council to prioritise implementing the bike lane. Thank you for your time and consideration. I look forward to witnessing positive changes in our community that this upgrade will provide.
E732	Hi there,

GOLD VERSION

Reference	Verbatim comment
	Just wanted to reach out and show my support for the bike path proposal in Freshwater. I'm a huge fan of bike paths that are separate from walkers and cars. The footpaths around the area are overrun with people it's very hard to ride your bike along them these days. Great to see so many people being active and this proposal will hopefully be the start of many more like it!
E733	Dear Council, I'm writing to express my 100% support for the Oliver/Bennet St upgrade. As an avid bike rider who has lived in Freshwater for over a decade, it is paramount to provide the infrastructure to allow for people to cycle in safety. This upgrade will provide just that. Some comments to consider include: •Can the bike pathway be widened? I'm concerned that council is prioritising keeping car parking at the demise of allowing for a wide enough bike path for people to pass each other in safety/comfort. •It's great to see more plants in the updated designs. It would be fantastic to see more larger trees planted along the street to provide shade for the bike pathway. •Can more crossings be put along the street so people can get from one side to the other with more frequency if needed? •Can the speed be lowered 24 hours a day to 40 or 30 (ideally) kilometres an hour? Please deliver this upgrade. Our community needs more proposals like this one! We have too many roads that are built just for cars and not for people walking or riding!
E734	Hey, Hope you're all doing well. I'm a cargo bike rider from Queensie and just wanted to drop a quick message about the Oliver St bike path – very keen for it! Riding to Harbord School with my kids every morning, Oliver Street is the trickiest part of the trip for us. This bike path is music to my ears, and I can't wait for it to happen. I did notice there's a call for feedback again, and I'm not sure why when the community already gave a big thumbs up... Anyway, huge thanks to you and the council for working on this. Can't wait for safer rides down Oliver St!
E735	Living on [redacted] we are concerned about the narrowing of our street. This will have a big impact on our fellow neighbours and us as this road is already a very busy rat run road used by many cars, trucks and buses. This change would make it even more difficult and dangerous for us to enter and exit our driveway. The bike path is proposed to cross on a blind bend near Brighton Street where there have been several car crashes over the years and a pedestrian fatality. Also, the zebra crossing near Park Street needs to be raised urgently. Our children and other neighbours use this crossing on a regular basis and regularly see cars continue through it, completely unaware it is a crossing. It is very dangerous. The bike path is a fantastic idea, however it would be more suited to quieter streets. It could alternatively pass the bowling club and join up with the already existing paths that follow on to the beach. Another alternative could be to leave the bike path as it currently is and make the markings more visible.

GOLD VERSION

Reference	Verbatim comment
E736	I'm regard to the proposed plan's success it is imperative to slow traffic, in all streets. Local speed limits are too high and should be reduced to 30 in side streets. We now have lots of adults, children, dogs, elderly using the footpaths and also now have to tolerate bikes. All streets are hindered with non transport vehicles i.e. caravans, trailers, boats etc. For roads to become safer for cars, bikes and pedestrians then vision has to be considered, this is greatly compromised by the large obstacles as mentioned above. With council erecting motor vehicle only parking, the owners of the trailers etc just move their equipment to the side streets which has a huge affect on local residents with lack of parking for cars and also safety in not being able to see outside their driveway. Come bin days and there is limited space to put them. I live [redacted] which at times is a very precarious stretch. Cars travelling North on Oliver Street turn right into Brighton Street and speed to the fork leading to Curl Curl Parade. Likewise for cars coming across the stop sign on the Western end of Brighton Street. I have grave concerns for when the proposed Crossings are installed at Oliver and Brighton Streets. Drivers navigating the crossings have a lot to consider; pedestrians, cars, buses, bikes and on The Eastern side of Brighton Street the Cafe Pico and other shops. This strip is always busy and the reversing of cars from the shops and double parking is another danger. In addition cars park right to the front edge of the stop signs in both sides of Brighton Street. No office seems to police the cars who continually abuse the rules by parking this way. The Cafe may not realise but having chairs on the corner of Brighton and Oliver Streets is quite precarious. Children, dogs, adults and lots of traffic are not a good mix so close to busy roads. The pedestrian crossing on Adams Street since removing the island is not safe in its current form. The crossing is exposed visually however the speed of the traffic jeopardises the safe use for pedestrians. The Island in place prior provided a lot more security for a pedestrian crossing. In addition it is quite neglectful that this crossing still has no lighting above it or highlighting at night. I drive past most evenings and it is dark and unfair for a driver out of area to realise they are approaching a crossing. The streets with access to Oliver Street with roundabout connection must have provision put in place to make drivers slow down. Soldiers Avenue is particularly dangerous with cars not slowing on approach to the roundabout and taking the attitude that they have right or way. I am in support of shared road use however safety must be first priority. Unless maximum obstacles are removed from our streets and the speed limits are greatly reduced, and enforced, then I feel no plan will succeed.
E737	Full submission on paper: Q1 answers: liked amenity Q2: could improve Street Safety Amenity and Access Q3: Use same situation as present but with clearer signage and marking, eg.e parking lane and cycle lane more defined. Definitely not two way cycle traffic on one side of the road - too confusing for all and dangerous. Q4: Send bicycles into side street. Don't have parking out from curb and having to exit and board vehicles from cycle road way on lleft. Garbage trucks can't pick up bins from curb - reaching over ""1"" parking lane then ""2"" cycle lane, (doubles the reach) Q5: blank

GOLD VERSION

Reference	Verbatim comment
	Q6: Place cycle lane outside parking lane so cycles are not obsecured to traffic, cycles have no 'buffer zone' confined between curb and concrete barrier. Cycles in danger of vehilces turning into driveways (hidden behind parked cars and vans). Q7: As a cyclist I am obstructed from vison of road vehicles and traffic turning into driveway. (drawn actual path into ongoing path on map)
E738	You have my full support to complete the bicycle pathway along Oliver Street. It's about time we start getting with the times and doing more to get people out of their car obsessions! The environmental effects of driving is devastating and our roads could be so nice to cycle along if made safer to do so. It's also so sad to see kids struggling to ride along the side walk when they could have a nice wide pathway to cycle along to school instead. It also will make it more pleasant to walk along the street. Everyone will love this bicycle pathway and I really hope to see it finished. Thanks.
E739	To the Street Planners, I strongly oppose these upgrades for the reasons Oliver St is narrow enough to accommodate buses,fire engines etc then to add bike lanes. There is far too many crossings proposed,5 in a very short distance.The two crossings near the corner of Brighton & Oliver are dangerous for pedestrians due to cars turning left from Brighton st & navigating straight ahead to north end of Brighton across busy Oliver st. Then another in Bennett st so 3 crossings in 20 mtrs Bike lanes south end of Oliver are wrong weaving in & out between those ridiculous concrete barriers already installed,cars parking wrong or can't even park outside their own homes. The removal of parking on street. Existing line markings on street is confusing & dangerous especially at night. The whole proposal is absurd with no real planning or thought. Please listen to the community & re think this proposal. Regards
E740	Hi I have some thoughts about the project: 1. serious cyclists ride where they will , not along cycle paths. 2.kids on ebikes ride where they will , not along cycle paths. 3. as long as it is legal for under 16 year olds to ride on footpaths...they will ride on footpaths...to & from school or wherever. 4.the narrowing of the road to allow for an underused cycle way is dangerous & clumsy & a waste of money.
E741	The Committee Have read through your comments regarding the above. Also, any thoughts and ideas of the residents effected by these changes. One of the very important changes is the loss of the 167 bus stop between Wyadra and Wyuna Avenues. I am 90yrs old in three weeks.

GOLD VERSION

Reference	Verbatim comment
	I am only one of many people who will be effected by this change. At a Friday morning meeting of Council at the nearby corner, at the very most four residents attended. It was made very clear THEY WANTED THE BUS STOP TO GO. One person has, frequently parked four cars (one off street parking). Another person has four cars with off-street parking, but mostly parked on the road. Plus a new granny flat that will undoubtedly be rented and wanting car spaces. A third person has a driveway with a utility parked on the grounds and also a truck parked on the road all the time. These residents wouldn't know what the inside of a bus looked like. It's okay for this old lady to run around the corner to a bus stop but they must have the privilege of stepping out their front door and into their car. I thought we were to be encouraged to use Public Transport but obviously that's for the [redacted]. My property has a driveway and our cars are parked in the driveway. So nothing has ben done about e-bikes, e-scooters, overaged bike riders, and the kids who have never been instructed by their parents on how to behave and considerate to others. I will be interested to witness how often the bike path will be patronised. In the process you will be downgrading the value of peoples property and destroying the streetscape. But the Council never appears to be upset by their changes because ""they are the council"" and they control the finances. As they say ""Have a Nice Day"
E742	I live at [redacted] in the section between Harbord Road and Oliver street and would like to raise my concern regarding the new bike path. My preference would be for the road and bike lane to be returned to how they were 12 months ago. This does not seem to be an option the council seems determined to proceed. Where Wyuna Avenue meets Oliver street the bike lane used to be on the Western side of the road. This meant cars travelling North bound up the slight rise from Wyndora towards Wyuna were about a meter further East and could be seen. With the bike lane now on the Eastern side of the street if sitting in your car trying to turn out of Wyuna Avenue into Oliver street the cars that are approaching from your right travelling North bound from Wyndora to Wyuna now complete disappear from view behind the parked cars. I and other residents in the street have agreed this is an accident waiting to happen, last Saturday night unfortunately the accident did happen with a collision between two cars at this intersection. The driver at fault exiting Wyuna Avenue said she just hadn't seen the car approaching from her right along Oliver street because of the parked cars. The cars can park in Oliver street too close to the corners of Wyuna Avenue and this obstructs drivers view. Could you please remove a parking spot from Oliver street on either side of Wyuna Ave using something like a plantar box so that cars exiting Wyuna Avenue are not making the turn completely blind. A plantar box would give about an extra 5 meters of vision in each direction and more opportunity to avoid a collision.

GOLD VERSION

Reference	Verbatim comment
	I have attached a few photos to this email demonstrating how drivers ignore the yellow no parking line currently painted on Oliver street parking cars on these lines obstructs the view of drivers in Wyuna avenue. Really these lines need to be extended by a few meters and like I said previously a plantar box or at the very least a NO STOPPING sign to enforce the road rules. Hopefully my explanation makes sense. Thanks [photos attached]
E743	Dear Councillors, Curl Curl-Freshwater Connectivity and Streetscape Upgrade I oppose the Curl Curl-Freshwater Connectivity and Streetscape Upgrade due to safety foremost with regard to unsafe bike riding behaviour particularly with the speed an ebike travels and inexperience with young riders and the general community with pedestrian crossing behaviours. Although bike riders should stop at a pedestrian crossing to ensure they can safely cross and must dismount to cross bike riders approach crossings at speed and ride directly over crossings. Children are not familiar with the road rules and allowing connecting cycle pathways with numerous crossings around the Harbord school precinct is dangerous. Furthermore the roads that are in the proposed future cycle ways connection for the Northern Beaches are not suitable (eg Griffin Road, North Curl Curl) as the roads are a main route with many buses and cars and loss of width and parking spaces on these roadways is unacceptable. I reject any dual lane cycleway on any busy road. The community of Curl Curl/North Curl Curl and Freshwater are opposed to any loss of parking, loss of roadway and cement barriers being installed on already busy streets and infringing on their rights to safety enter and exit their property. Bike riding will never be able to replace the need for vehicles and the small number of people who will ride to and from school should not disrupt the everyday lives of the majority of the community. Sincerely,
E744	Please be advised that I object to the plan for a dual bike path to be constructed on the eastern side of Oliver Street & for it to be continuous for the whole of the roadway from Curl Curl to Freshwater. I am the school crossing supervisor, located at St John the Baptist School. I am well aware of car & bike movements during very busy school periods of the day.

GOLD VERSION

Reference	Verbatim comment
	1. Safety. - At present bike traffic consists of mostly, the Large E Bikes travelling at speed, travelling in indicated bikes lanes either side of the street. Sent from my iPad A large proportion of E Bike riders are school age children. They also will ride on the footpaths, which is allowable under the law. There is a very real danger of riders colliding ,if you put inability of the young persons to see ahead, navigate (lack of experience) & lack of attention & speed of the bike, which at present has come close to happening on a few occasions. Then put into the mix, parents with small children on E Bikes, parents with prams, young toddlers, runners, people walking dogs , school children to & from school. You can see there is a very real need to keep distances between all the users accessing the paths/walkways & the E Bikes travelling at speed, at a safe distance apart. 2. No Logic. - At present the indicated bike markings are keeping people safe due to distance/space between all users of the roadway/paths on both sides of the road. It also allows all residents to have street parking access, on both sides of the road. Looking at the plan this crams all bike users to one side of the road & takes away resident access to street parking on one side of the road, which therefore forces those cars to scramble looking for parking anywhere &everywhere away from their access to home. I sincerely hope you take into consideration my very valid concerns, at present the bike system is working with a large degree of safety & consideration to all residents & bike users.
E745	Our names are [redacted]. It should be noted that the present State Government has taken Local Council out of planning for new housing and high rise development to cater for more higher density population growth. This means more people wanting access to parking spaces on the road as most families have two or more cars. Why is the NBC taking away street parking spaces and slowing down traffic flow with this ridiculous bike lane proposal catering for a minority and not good for safety of the general population. Attached dot points relate to some of our major concerns about the proposed NBC bike lane •Why does the NBC Health and Safety advocates not see any danger for residents putting bins out across the bike lanes. Loading infants in the back seat of a car over the bike lanes. And people exiting buses over the bike lane. This does not occur at present. •A significant safety problem would exist on Oliver Street for buses stopping traffic to let people off into the bike lane. This does not happen at present. •Traffic would be stopped by garbage trucks for bin collection as well.. •Where is the cycle lane on the west side of Oliver Street that used to be there.

GOLD VERSION

Reference	Verbatim comment
	•Why can't the existing Cycle lanes on either side of Oliver Street be painted green and no problem would exist. •I have a caravan and boat that I tow behind a four wheel drive. I can see problems getting an adequate turning circle exiting my property with the reduced turning circle with a car or caravan parked further out in the road than what exists now. •With Council removing existing parking spots for example where are the six caravans presently parked on the corner of Bennet and Oliver street going to park. They do not have any problems at present unless they park out the front of my place or someone else's place. Council taking away street parking is not acceptable . 2 •With the proposed pedestrian crossing on the corner of Brighton and Oliver Street. Bikes do not have right of way on a pedestrian crossing what happens there. •What law exists to make sure bicycles must stay in the designated bike zone. I can still see bikes on the footpath and road as there is no law against it. Residents in Oliver Street were never opposed to the existing bike lanes on the east and west sides of the street which has a long history of no accidents. Traffic flow is not disrupted, Buses etc do not stop traffic, there is far less danger so why does the Council persist by pushing our residents into a very dangerous ridiculous proposal of a Joint Bicycle Lane on one side of the street. We have seen plenty of Bicycle groups of 6 or more riders frequently using the scenic route past the ocean at South Curl Curl along Carrington Parade. Hardly anyone uses Oliver Street. Can you imagine a large club of riders cycling up Oliver Street on the Proposed Cycle Carriageway into an opposing cyclist or E-Bike rider hurtling straight towards them with a very small gap between them. This does not occur over the existing bike lanes to be removed by Council on either side of the street. NBC now has a proven history of unsafe practices and bad designs as shown by the recent relocation of traffic lines (lanes) on the bend of Bennet and Oliver Streets. This created near missus of large vehicles (buses and trucks) not having enough room in the newly marked lanes to safely negotiate the corner and had to cross the double lines (there is video proof of this) into oncoming traffic. Also a large tree branch over hanging the new lane changes in Oliver Street was struck by a large truck and the branch fell on the road. It is only sheer luck that the NBC doesn't have a major accident on their hands at present. Who in Council will be ultimately responsible for the pending accident that they are aware of and most likely will happen as no one is listening to anyone about safety concerns of Councils dangerous and flawed design. Two recent incidents occurred yesterday 29/11/23.

GOLD VERSION

Reference	Verbatim comment
	1: A large work truck was parked on the western side of Oliver Street near Wyndora Ave off-loading building material, but because of it's size the truck was well over the parking lane causing the traffic to swerve into oncoming 3 traffic on the eastern side lane to get around the truck which was quite dangerous. If this ridiculous proposal goes ahead, there will be many future problems for traffic congestion in both directions which has never being caused before. 2. I was carefully driving slowly out of my driveway at [redacted] in School Zone time. I looked both left and right for clearance to leave. All of a sudden a father was riding his E-Bike down on my side of the road with a very young child on the back. He was riding from the school very fast, both with NO helmets on. He stopped to let me out. But, as I left I looked in the rear vision mirror driving off, the father dangerously sped across the road to the western side where these is no bike lane, heading north across Brighton Street! Also, residents on the Eastern side of Oliver Street between Soldiers Ave and Lawrence Street had placed their council bins inside the concrete bollards. This would cause extra congestion with garbage trucks for traffic in either direction and cyclists in that lane. Is the Council aware that ALL Emergency vehicles constantly use Oliver Street as well as Harbord Road and Carrington Street at urgent pace. We can see very dangerous situations occurring with the narrowing of the lanes causing side swipes especially with the Fire Brigade, being larger trucks. We would like a written response from Council on all these questions. Regards [redacted]
E746	Re: Curl Curl-Freshwater Connectivity and Streetscape Upgrade As a Freshwater resident of over 50 years, a graduate of Harbord Public School and someone who is a pushbike rider, driver, and walker of the local area I strongly object to the proposed Curl Curl-Freshwater Connectivity and Streetscape Upgrade. I have had a good review of the documents supplied on the council's website and can see many alarming design elements, in particular: • LANE WIDTHS o The proposed travel lane widths and parking lane widths are far too small (narrow) to function properly on well used busy roads like Oliver Street and Bennet Streets. • LANE ALIGNMENT o The proposed changes to the existing road lane alignment(s) are too greater deviation from the established road centreline and kerb and guter lines. This would become very apparent at existing intersections and roundabouts if pursued and feel incongruous to the road users. • BUS STOPS

GOLD VERSION

Reference	Verbatim comment
	o The buses do not appear to be able to pull over to the kerb to get out of the travel lane(s) and allow vehicles to pass when passengers are alighting. This looks particularly evident at the Bennet Street bus stop. o Moving the Bennet Street bus stop right out into the middle of the road with no safety setback distance is of great concern. This bus stop is heavily used by students from the local high school and patrons of the local bowling club creating a foreseeable dangerous situation. • STREET PARKING o Freshwater and Curl Curl have become very busy and populated in recent years. Street parking needs to be preserved or increased, not reduced. Oliver Street and Bennet Street have many older homes with very limited or no on-site parking facilities. o The existing concrete barriers (raised separator) at the southern end of Oliver Street have already created a dangerous situation for road users and are problematic for property owners along this strip accessing their properties and parking on the street. These should be removed immediately. The pedestrian crossings on the side streets, Wyndora, Wyuna, Wyadra etc. near the school locations are a good idea. The dual lane cycleway design is not. Oliver Street and Bennet Street are heavily used local roads which need to be able handle a reasonable volume of traffic and form an integral part of the State Transport's bus service for local residents and visitors to the area. The proposed dual lane cycleway, lane changes and bus stop relocation look to be inconvenient if not dangerous to all road users of Oliver and Bennet Streets, with an increased risk of damage to property (parked cars being hit) and risk of personal injury of users. The proposal appears to have no real benefit to local residents apart from creating congestion, particularly at school times, around the area and is certainly not supported by this resident. Kind regards
E747	Hi there, I'm 29 and ride my bike through Freshwater all the time. It's so sketchy riding on the roads, I've been yelled at by drivers so many times and had heaps of close calls being almost side swiped. I've been told about this bike path along Oliver St and am really hoping it goes ahead. Riding on the shared paths are crazy busy and this one will be bike-only which is awesome. Really hoping it gets done asap in time to use it this summer. Thanks,
E748	Please do not go ahead with this project. The roads involved are not wide enough to accommodate council's plan which introduces many safety issues that do not exist in the current arrangement. As I am not a resident of the streets impacted by this plan, I felt that I should leave those that were immediately effected to comment. However, I do drive my car along these streets several times a week as it is my main exit south from my home in North Curl Curl, and after the debacle presented to us by the initial works, I now want to make a few comments.

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Reference	Verbatim comment
	The more serious bicycle riders (commuters and the lycra set) will still use the road. Many have said so. However, I fear the two-way green bicycle section will become a super highway for those riding e-bikes, and good luck to any pedestrians needing to cross the green zone or residents leaving their properties by car. Will it be true that when a bus stops to pick up passengers, the traffic following will have to stop as well, as the bus will still be in the one traffic lane? Will there be any safe overtaking opportunities or will through traffic be trapped by double lines? Also, will through traffic be caught up in the ""Kiss and Drop"" zone outside Harbord Public. Perhaps widened footpaths for shared usage, and keep the current road configuration, would be a better option than this proposed plan. I do welcome new and upgraded pedestrian crossings. Yours sincerely,
E749	If the road was wider it might work, but the reality is Oliver street is not wide enough for this upgrade to work. Taking away any parking is completely unfair. Where do you think the cars are going to park?? Up the side streets where there is already limited parking. How are the people who do manage to park on Oliver st supposed to get in and out of their cars without being wiped out by the traffic?? They will be parked in the narrowest parking spot and they will be opening the car doors straight onto traffic, extremely dangerous. Getting out of driveways is going to be a nightmare. It's completely ridiculous to think suddenly there will be less traffic, all the traffic having to stop constantly while the bus pulls up at the bus stops. The in and out winding lane is going to so dangerous, particularly for inexperienced drivers. The lane width is a joke as any time the drivers are passing the parked cars there is absolutely no room for error. You say you've made the lane wider than originally planned, but that's of no help , given the parked cars will be right on the edge of that lane. The fact that the original lane width was too narrow for a bus fills me with no faith at all that even the minor changes you've made will make any difference. Even bike riders I've spoken to think it's ridiculous, Finally We need an extension of the cut off for objections to this ridiculous plan. One month for comments is ridiculous. Having the cut off this close to Christmas means a lot of locals are not going to have an opportunity to comment on the upgrade. This upgrade needs to be cancelled. This is going to be a disaster Thanks for your consideration in not ruining our local streets. Second submission:

GOLD VERSION

Reference	Verbatim comment
	Whys is the bike path stage 2 coming up Wyadra Ave to Carlton st ? All there is a small playground. Are you planning on removing all parking on the North side of Wyadra between Oliver and Carlton st?? Please explain this also the other streets in stage 2.
E750	I am writing to express my concerns regarding the proposed changes to the existing cycle ways in our area. My children and I often ride our bikes in the area and my husband rides to and from the city. We have no problems with the existing cycle ways and would prefer them to stay as they are. The waste of our money on the recent changes past harbord public school were completely unnecessary and dangerous, with very little space between parked cars and the cars travelling on the road, bike lanes swapping from one side of the road to the other. The waste of further money in returning the cycleways to their original state is very frustrating. We have problems with lack of domestic violence places, lack of public housing, temporary tent residences in dee why and often in curl curl. Why is our money not going towards these critical community problems rather than being wasted on changes to our bike paths and cycle ways- which are already working and already beneficial to the cyclists. No change is needed in this area, please spend our money wisely where it is most needed.
E751	I am incredibly excited to see the plans for cycleways projected for Freshwater/ curl curl. I have a son attending Harbord primary school and presently there is no way I would allow him to ride to and from school. The cycleways would give significant peace of mind that he would arrive safely. It would be wonderful to see a footpath (or even better a cycleway) planned for the whole of Gardere Avenue curl curl. Currently the pathway ends part way up the street, pushing prams onto what is quite a windy and dangerous road. Again, it's not a Particularly safe road for bike riders.
E752	How will we get a 24ft boat trailer out onto the road with the new bike lane? [redacted] and keep our boat on the driveway. The turning room will not be enough with the extra bike lane kerb. Can council allocate us a space on the road for our boat as we will be unable to get it in and out of our driveway?"
E753	I've met this morning some residents who live [redacted], CurlCurl. They have taken me through the issues concerning them about the proposed cycleway. Key concerns you'll have heard before: •Safety of cars reversing over cycleway to access the road; •Difficulty of navigating concrete blisters/ redirective garden bed when reversing onto Bennett St; •Narrowing of road on blind corner (buses, cars, bikes); •Dangerous nature of parking on eastern side of road, around a blind corner (and I note 5 trailers/ caravans parked along this stretch of road); Even if caravans/trailers/boats were moved on - cars parked on this blind corner would be quite difficult to get into/ out of on the bend and on a narrowed road section - with buses, this is very tight. I know I'm not traffic engineer expert - but just with my experience as a Councillor this seems very dangerous- and risk expert in me has this setting off alarms. •Bus stop is a busy PM school bus stop (from Freshie)- needing to accommodate many students waiting and will spill onto cycleway as bus stop is being moved to the carriageway •Note drunken youths hang out in the park and use this bus stop to get home late at night (safety risk)

GOLD VERSION

Reference	Verbatim comment
	•Loss of street parking (I'm less worried about this - the road should rightly be prioritised for mobility) Being onsite, and watching for a while as buses, car and pedestrians navigate this stretch of road, I can see why the residents are so concerned about safety in this area. Cars are speeding, the corner is blind, residents must reverse out of driveways to access road.
E754	Thank you for the opportunity to comment on Northern Beaches Council's draft Curl Curl to Freshwater Connectivity and Streetscape Upgrade. Northern Sydney Local Health District (NSLHD) Population Health Promotion is committed to ensuring that the built environment has a net-positive impact on the health and wellbeing of individuals and the wider community. We commend Northern Beaches Council's commitment to providing active and sustainable travel infrastructure for the local community. This section of separated cycleway (and associated streetscape improvements) is an important link within the Northern Beaches Bike Plan. The link will potentially provide a safer route along this busy section of road for pedestrians and cyclists, particularly local children attending any of the five nearby primary and secondary schools. NSLHD Population Health Promotion supports Council incorporating separated cycleways wherever practicable. Separate paths for pedestrians, cyclists and motor vehicles are an effective method to increase active travel, as cyclists feel safest when there is a physical barrier between themselves and motor vehicles1 and there is less chance of pedestrian-cyclist-motor vehicle conflict. To complement the feedback received from members of the public through Council's online consultation process, we wish to provide a suggestion regarding location of the raised shared-user crossing currently proposed for the corner of Oliver and Brighton Streets. We acknowledge the benefit of a crossing to the eastern side of Oliver St due to fewer street crossings along that side of Oliver St, and to provide direct access to Harbord Public School. However, we believe that south-bound motor vehicles travelling around the bend from Bennett Street would have more time to safely slow and stop for the crossing if it were located further south along Oliver Street. Recommendation: • That Council considers the feasibility of shifting the shared-user crossing from the corner of Brighton St closer to Robert St. Thank you for the opportunity to comment on the Curl Curl to Freshwater Connectivity and Streetscape Upgrade. Should you have any queries about this submission please contact [redacted] We look forward to continuing our work with Council, to support projects that benefit the health and wellbeing of the community.
E755	Reference is made to the letter dated 6th September in relation to the proposed Council Streetscape Upgrade for Curl Curl and Freshwater Connectivity. The proposed areas fall under two collection zones namely Wednesday B and Friday B collection zones. Presently, per zone there are 44 Side loaders and 10 rear loaders to complete the services on the scheduled day. The On Call General Clean Up is serviced in the zones on a Monday or Tuesday in addition to the regular Wednesday and Friday Collections. In relation to our operational safety concerns please see below: •Bins being presented in Bike Lanes •Trucks Stopping to collect waste and recycling on a double laned road no access for cars to overtake.

GOLD VERSION

Reference	Verbatim comment
	•6 School Zones – Limited access for trucks as we do noy collect in the AM/PM of a school zone. •Lanes not wide enough for trucks to safely operate – 2.85 wide – opening doors to access when obstructed this would be on to oncoming traffic. •Generally, the placement of the bins would only be improved in exceptional circumstances, and in general it would make collection more difficult and put the safety of the public and drivers at risk. •The current proposition to designate specific areas on the road does not allow for multiple bins. During vegetation week, Residents will need to present at least three bins, which is not feasible within the suggested space, most residents have additional bins of varying commodities which further increases the non-feasibility of this system. It will also be challenging to enforce compliance with this system. Car's parking, cyclists, and residents will move the bins, causing further complications and residents who don't comply will use this an excuse. To provide our service on a weekly basis our staff will be placed in dangerous situations, having to exit their vehicles and navigate around moving cars and cyclists to retrieve bins whilst also creating a dangerous traffic hazard.
OS756	Hi [redacted], Thank you for following up with me, it's been a very busy week and you have been on my list to contact. I spoke with our principal and both her and I are keen for the develop and think it will be great for the community. We are very happy to put something out in our newsletter when appropriate. Kind regards, [redacted]
OS757	Hello Yes you have in principle support for the revised plans. Once they are completed and if any issues what avenues does the community have to fix issues? As mentioned happy to post a link to the plans on our website and social media and comms channels when you are ready and I will look to do a parent info night on prob 17 or 24 October which you would be welcome to join and present the plan and illustrative pictures. I will come back to you on the date when confirmed. Kind Regards [redacted]
OS758	Dear [redacted]

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Reference	Verbatim comment
	[redacted] leadership supports the construction of a dedicated bike path in Freshwater to ensure a safe place for our students (and the wider community) to ride their bikes to and from school and on the weekends. We support the construction of a dedicated bike path and extra crossings for riders and pedestrians to connect established bike routes and create a safe space for all members of the community who choose to commute on foot or by bike. It will be wonderful to see the finished product so that traffic congestion will be eased around two very busy school sites. [redacted]
OS759	Apologies for the late response. Here are some of our comments (in red): Northern Beaches Council is proposing changes to bus stops in Freshwater as part of the Curl Curl-Freshwater Connectivity and Streetscape Upgrade. These include the: • Removal of 'Oliver St before Wyuna Ave' (TSN: 2096116) – Subject to a check of school special impact at our end and approval from TfNSW. • Relocation of 'Wyuna Ave at Oliver St' (TSN: 209654) – Agree as long as the bus zone is maintained in full to affect reliefs, as promised by council below. Question: will the bus shelter be moved to support infrastructure at the new J-Stem? • Relocation of 'Wyndora Ave opp Jacka Park' (TSN: 209655) To enable the installation of a new on-road separated cycleway and improve the efficiency of both the road network and bus services, Council is proposing the removal of 'Oliver St before Wyuna Ave' (TSN: 2096116). This bus stop primarily services the 167 from Manly to Warringah Mall. As the service operates in a loop figure around Oliver St, Wyndora Ave, Foam St and Wyadra Ave; this stop currently serves a small catchment, with many alternate stop options available to customers. Customers travelling towards Warringah Mall can join bus services at: • Wyadra Ave opp Harbord Public School (TSN: 209658), for the northern catchment. This stop is a 2-minute walk away (140m). • Wyndora Ave opp Jacka Park (TSN: 209655), for the southern catchment. This stop is a 3-minute walk away (200m with proposed relocation). Customers travelling from Manly can alight bus services at:

Reference	Verbatim comment
	• Harbord Public School, Oliver St (TSN: 209642), for the northern catchment. This stop is a 1-minute walk away (100m). • Wyndora Ave opp Jacka Park (TSN: 209655), for the southern catchment. This stop is a 3-minute walk away (200m with proposed relocation). For school services 601n, 611n and 739n; alternate stops are available at: • Harbord Public School, Oliver St (TSN: 209642), for the northern catchment. This stop is a 1-minute walk away (100m). • Wyuna Ave at Oliver St (TSN: 209647), for the southern catchment. This stop is a 1-minute walk away (87m). This will bring these services in line with the stopping pattern of the 166, which operates along this corridor. For school services 669n, 724n and 756n; alternate stops are available at: • Harbord Public School, Oliver St (TSN: 209642), for the northern catchment. This stop is a 1-minute walk away (100m). • Oliver St opp Johnson St (TSN: 2096106), for the southern catchment. This stop is a 2-minute walk away (200m). The removal of 2096116 would result in stop spacing of 320m between the existing stops 209642 and 209655 (with the proposed relocation for 209655). This is in line with relevant Transport for NSW documents and strategies which recommend stop spacing of every 400m for local routes. To further improve local access and connectivity to public transport services, Council is proposing to relocate the 'Wyndora Ave opp Jacka Park' (TSN: 209655) stop approximately 30m west to before the driveway of 95 Wyndora Ave. This will provide greater consistency in stop spacing for both 165x and 167 services and improve customer access by locating the stop closer to the intersection with Oliver St where a raised crossing is proposed. To improve the ability and safety of buses turning left from Wyuna Avenue into Oliver Street (northbound), Council is proposing to relocate the 'Wyuna Ave at Oliver St' (TSN: 209654) stop approximately 20m west to after the driveway of 82-86 Oliver St. This will allow buses to depart the bus stop earlier to better position their vehicles to make the left turn movement. It will provide greater consistency in stop spacing for both 165x and 166 services. However, the existing bus zone will remain in place to ensure sufficient space for driver changeovers.
OS760	Reference is made to the letter dates 6th September in relation to the proposed Council Streetscape Upgrade for Curl Curl and Freshwater Connectivity, streetscape Upgrade. The proposed areas fall under two collection zones namely Wednesday B and Friday B collection zones. Presently per zone there are 44 Side loaders and 10 rear loaders to complete the services on the scheduled day. The On Call General Clean Up is services in the zones on a Monday or Tuesday in addition to the regular Wednesday and Friday Collections. In relation to our operational safety concerns please see below:

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	•Bins being presented in Bike Lanes •Trucks Stopping to collect waste and recycling on a double laned road no access for cars to overtake. •6 School Zones – Limited access for trucks as we do noy collect in the AM / PM of a school zone. •Lanes not wide enough for trucks to safely operate – 2.85 wide – opening doors to access when obstructed this would be on to oncoming traffic. •The 1.5m spacing is insufficient for a safe collection of more than two bins; this does not allow for vegetation collection or additional bins. •Generally, the placement of the bins would only be improved in exceptional circumstances, and in general it would make collection more difficult and put the safety of the public and drivers at risk.
OS761	Dear [redacted] Thank you so much for arranging yesterday's meeting at Manly Town Hall. I'm sorry I had to dash off - I had an appointment in Brookvale at 12, thinking there was plenty of time for a 10am meeting to overrun - and then suddenly it was 11.50! We must have been enjoying ourselves. The plans generally look great. The simplified line work will be much easier for the community to understand. It is very clear that you have done lots of work to make changes to reflect the road safety audit and community feedback. Make sure you tell people this! •Can you clearly show the trees? At the moment they are greyed out and people will assume they are getting the chop. •The landscaped beds should have some texture so they are clearly distinguished from the green sections of the cycleway. •Bus stop islands should work well but we suggested adding 'slow' in paint on the cycleway. Ideally avoid signs. Bike riders don't see them and the street does not need extra visual clutter, or collision hazards. • Add entrances to school onto the plans to clarify pedestrian movements in this area. Area in front of school: I am concerned that this area is not fully resolved yet. Bicycle NSW is happy to meet again to discuss options. Obviously it is essential to keep the trees - the contractors may be confused as they are not clearly marked on the plans. It would be better to retain the grass strip too. Then a wide shared path either side. As discussed, Bicycle NSW definitely prefers not adding markings or colour to separate the cycleway. We suggest that this area is treated as a 'naked shared path'. Bikes could choose either side of the trees, depending on pedestrian activity. I suspect many kids being dropped by cars will walk up the roadside section towards the school gate near Wyadra and it may be easier to ride on the school side of the trees. Outside of the 30-minute rush period, bikes will probably stay on the road side as this aligns with the separated bicycle paths at either end. Use City of Sydney-style shared path decals on the floor (image below). Or similar. Once the project is complete, the use of the area must be monitored. If necessary, signage could be added to direct bikes to one side or the other of the trees. You could also paint 'slow' on the path!

GOLD VERSION

Reference	Verbatim comment
	Looking at Google Streetview again. there may not be enough width to have a shared path between the trees and the fence, even if the verge against the fence is concreted over. I would really like to see more detailed plans for this area. . Bins: We don't love the idea of adding another color to the street with orange/yellow rectangles to show where to put bins. However, we support the use of temporary paint - that's a good strategy. Connections with other bike routes: This extract from the bike plan clarifies where extra attention should be paid to allowing bike riders to turn off the cycleway. It would be great to add a shared path on Wyndora to the entrance of Jacka Park - this is a proposed local route. It is important to be able to turn left and right in and out of Wyadra. It looks like a future shared path is planned here on the south side, but I presume on-road mixed traffic is the go for now. It would be good to prioritise this street for a 30km/h speed limit so mixed traffic riding is safer. However, there is probably too much traffic for a future quietway treatment so Council should be planning a shared path or separated cycleway here. Soldiers Avenue is the other local route. This is probably more appropriate for a quietway treatment, and will really open up safe options to get to the beach if a raised bike/cycle crossing is added to Albert Street in front of Captains Shop as discussed - one to put at the top of the 'to do' list! (Note - this map should be updated to include the future connection to the Curl Curl parklands via Bennet and Stirgess. Also, the regional route really should be Oliver Street. The coastal route is more of a recreational option that is unlikely to ever receive all ages and abilities infrastructure - this should be red.) 3D images: The graphics are generally very good. But add more trees and greenery and people, especially in the foreground. This would bring the pictures to life with a more compelling vision that would get the community excited. As discussed, the consultation materials should also show images of similar cycleways in other LGAs. This would help people understand the final outcome and its benefits. Include images of kids walking to school alone on traffic calmed streets, and inspo graphics of decals and maps developed for Safe Active Paths projects elsewhere. Community engagement: As we have said before, focus on the benefits for pedestrians, especially school children. This is all about making it safe and comfortable for kids to walk to school and travel independently. Don't explicitly mention property value but you can imply how slower traffic, more landscaping and increased separation from parked cars will benefit residents. No loss of trees and new pedestrian crossings should be front and centre!

GOLD VERSION

Reference	Verbatim comment
	Is there a way of adding the word 'pedestrian' into the title? Connectivity may not mean much to the lay community. Willoughby Council has launched a streetscape upgrade project that may offer ideas for communication. https://www.haveyoursaywilloughby.com.au/edward-st-and-penshurst-st-south-streetscape-improvement-project The brochure is quite good - https://www.haveyoursaywilloughby.com.au/84701/widgets/404002/documents/258044 Front page says 'Help us make xx Street cooler, greener and pedestrian friendly' with a message from the Mayor. This project is set up differently and won't include a cycleway. But the language seems to focus on inspiring the community to want change. More block meetings to consult closely with the most affected residents is a great idea - avoid any large forums. Some pop-up stalls will also be important. You need to contact local media - particularly Manly Observer - and clearly explain the project and its benefits well before the plans are released to the public. Bicycle NSW and Better Streets are happy to brief James Griffin MP. Education campaign for driveways: City of Parramatta has this as an action in their Bike Plan - see Page 48 of the 2107 document (note a refreshed Bike Plan is now being prepared). Maybe contact Mark Crispin to see what has been rolled out and how. https://www.cityofparramatta.nsw.gov.au/sites/council/files/2017-07/D05179028%20Parramatta_Bike_Plan_2017.pdf Schools: It is great that Harbord and St Johns are supportive and happy to collect data on transport habits before the cycleway goes in. Great case study projects include Willoughby's safe active paths, launched a few weeks ago https://willoughbyliving.com.au/willoughby-students-join-forces-with-council-to-tackle-school-traffic-congestion/ ,and Sutherland's bike skills project https://www.youtube.com/watch?v=dR0ALyJ5YL4 I have more stats from Sutherland that I can share. The results are amazing! Bicycle NSW is working with the NSW Government and many stakeholders to launching a large-scale program - we will keep you posted! As mentioned, Bicycle NSW is running Try an E-Bike sessions for the City of Sydney and we would be very happy to discuss an event in Jacka Park in the new year. We have also developed a Share the Path pop-up that can travel to different LGA to educate path users with friendly advice, coffee and bike repairs. We have sent info about this [redacted] That's all I can think of for now. Thanks again for your time and hard work on this project. We look forward to seeing more plans and images soon.

GOLD VERSION

Reference	Verbatim comment
OS762	Hello [redacted] I really really apologise about the non-reply by myself, I was on leave and also this fell o the radar in the emails. I am really sorry. I can make comment about the proposed Bike and Street Scape upgrade along Bennett and Oliver Streets in Curl Curl-Freshwater Area, and I appreciate the planning and consultation process to enhance the social and environmental benefits. Regarding the questions about Emergency Services access, I can only make comment from a Fire and Rescue NSW (FRNSW) point of view. Attached are a couple of photos from the website that will “hinder” but not restrict firefighting activities if there was to be an incident that required the use of Aerial Appliances being utilised during either firefighting or rescue operations. This is equivalent for the access of FRNSW Fire Appliances into these areas, streets, and schools. With the arrangement of the garden and raised concrete along the Bike path, these may get driven over, squashed and or damaged if FRNSW are needing to “take some extra space” by getting closer to residents to improve our assistance. With the Bus Stop this is more di icult to overcome but is currently in an area on Bennett St that an aerial appliance would not likely be used (photo with red circle) in that circumstance, due power lines and the level of the dwellings in that section.

Table 50 Verbatim comments from late submissions period 26 February to 3 March 2024

Reference	Verbatim comment
1	In regard to any additional comments re this project. When can work start and will be finished? Projects like this need to be implemented urgently considering the explosion of bike users in the area. And what are councils plans for more projects like these? Can we get something like this for Seaforth?
2	Hi there, Very keen for this to happen now, you've done a lot of engagement and as long as the width of the lane around Benet / Oliver st has been resolved, it will be good to get started. For me the important point in this is that the raised pedestrian crossings get installed near Brighton St and near Park St to encourage walking and have a safe way for people, particularly kids, can cross. I know this is focused on bikes, but this part will be just as important to encourage people to walk. Glad its included in the plans One suggestion I couldn't see was that where there are the bike lanes and reduced parking that you consider restricting / banning the parking of caravans, boats and trailers. ie along Oliver St and into Park st, possible a short way on side streets too. This would give some parking back to those residences that lost on street parking and more importantly, remove the danger of blocked sight lines which is a particular problem with caravans.

	Thanks
3	I got the latest email send out and I want to reiterate my concern regarding safety of cars, people and pedestrians with the extremely narrow proposed width of the carriage ways and parking spaces both ways once the cycle way is put in place. Have you done a traffic flow review yet? You should see what happens when someone opens up their driver side doors to enter or exit a vehicle all of the cars veer across double lines to avoid hitting the car door or human and risks hitting oncoming traffic travelling in the opposite direction. When you add buses or garbage trucks into the equation it gets even worse. It's very concerning please be aware of the kids safety that this will affect
4	Hi Team, I look forward to you starting works on the street. The plan and photos with the bike path on the northern side looked great. Final points: • Please consider lowering speeds to 30km/h along the whole route to connect with the 20km/h Park Street. Speed of traffic flow causes so much danger in our street and this is a must. People will still break the speed limit to get through but will most likely be closer to 40km/h. • Please consider removing the nature area that is on the corner of Bennett Street to create a really wide open turning area for buses and plenty of space at corner for everyone. Maybe even a roundabout. On your photos you are not utilising this great public space that is simply a shield for some local residents. Not best use of our public space. • Please make sure the raised cross walks at Bennett/Park & Brighton/Oliver have bar protected entry and exit so people can wait safely. • Please make sure exiting street parking is kept as per your plan. • Further could we have more roundabouts or traffic inhibitors along Adams Street to the beach to slow people speeding the whole street. • Finally, we are in desperate need of a raised crossing on GRIFFIN RD to get to the beach at the end of this bike way. With your works we will have a clear bike path all the way from Freshwater Village down Park Street through Curl Curl Lagoon to the beach BUT no way of safely crossing to get to beach at end of the bike path. A large crossing there will also slow traffic flow and encourage safer driving. Well done on the project, let's get moving and do even more to slow down cars and encourage people to not use our beautiful suburb as their city RAT RUN. Thank you
5	Confirming a few more thoughts for Brighton St and Oliver St intersection:

	• A raised roundabout would be a good traffic calming device for south bound traffic • Crossing of Oliver should be on the south side as this is the primary route for east west ped traffic on Brighton and is further from the bend to the north for safety • The crossing of Brighton should be on the west side to link with the new path alignment on west side of Oliver and is the primary route for peds from the north • If this was a roundabout, the red/cycle traffic would then be travelling together in a clockwise direction • Can crossings be for cycle and peds? • Allows some traffic calming in Brighton St which is becoming a race track from Oliver to Waratah St. Regards
6	Hi guys, appreciate all the work you guys are doing. I would just like to say that we need to change these roads for the better! We 100% need better cycle paths that link manly all the way to dee why. I appreciate residents issues with driveways but for the greater good of the community we must implement safer pedestrian and cycle paths. Freshwater has become a massive hub for younger families. We have two schools, several day cars, churches & parks however we lack safe passage for these kids to get to and from. We need more pedisterian crossings for everyone on most streets, into jacka park and down to the beach Please do not cancel this project I live on [redacted] freshwater and have two young kids. Even we struggle crossing [redacted] with the speed the cars are going and how narrow it is!!! Thank you
7	Good Morning It appears council is determined to ram through the cycleway in spite of the concerns that residents directly affected have voiced. I take that as a slap in the face to be treated with such disdain. I would like to reiterate my concerns. 1. As an [redacted] (FRNSW) with 38 year's experience I voiced that this WILL slow down the response of fire appliances where every second counts. 2. Ladder trucks will not be able to park close enough to a property to operate within the field of operations and fight fire or save lives. 3. Fire appliances are wider than the stated width of the lanes and are going to be hampered by parked or oncoming vehicles. 4. Parking is a nightmare now and this will NOT improve it, damage to cars mirrors is evident now, is council going to take any responsibility for forcing this on the owners? 5. Getting in and out of our driveway safely is worse.

	6. My 84 year old mother has had WAY too many close calls with cyclist's taking her out either on the footpath or road because they don't give way now. I guess her safety doesn't matter !!! 7. My wife parked near the child care centre and exited the car to be brushed by a passing cyclist nearly knocking her down and then called her a [redacted] 8. Funneling cyclists down Park street and over the bridge or pathways is putting sometimes elderly or young children walkers at risk as the cyclists now are very aggressive and dont ring their bell in warning as they barrel past at speed with a very entitled attitude. I walk my 2 year old granddaughter along there and she has been knocked over once already and the rider did not stop but just hurled abuse over his shoulder. I guess her safety is no concern of the council. I am disgusted at the treatment to ratepayers by the council after we tried in good faith to have the proposal scrapped or changed, Please don't [redacted] your version of ""Clovers Folly"" through for the sake of spending money, also please don't treat us with contempt and wait for us to shut up, democracy doesn't work that way !!!
8	To all concerned, As requested by council, prior to 3rd March, I am writing to you to formally express my dissatisfaction with the progression of the proposed development, which seems to be advancing without proper regard for the substantial concerns voiced by our community. It is a fundamental expectation that public authorities prioritise the well-being and opinions of the residents they represent, rather than overlooking our contributions and proceeding with unchanged plans. Despite mine and many others previous communications, which clearly articulated issues with the proposed development, it is with regret that I note these concerns remain largely unaddressed in the final proposal, which is substantially similar to its initial iteration. The decision to continue with this project in light of considerable local opposition is both perplexing and deeply concerning. The introduction of potential safety hazards, particularly the risk posed to persons exiting vehicles directly into traffic, warrants serious attention. Please take immediate action to prevent potential serious injuries or fatalities. Taxpayer funds risk being expended on the proposed works, only to be further consumed by the costs of reversing these works and paying compensation following an incident. In light of the severe safety concerns presented by this proposal, it is imperative that the relevant entities—be they individuals or departments—formally acknowledge these issues. Furthermore, they must accept accountability for the decision to disregard critical feedback from the community and assume full responsibility for any resulting consequences, including but not limited to personal injuries and property damages. Myself and many other concerned residents earnestly urge a reevaluation of the current trajectory concerning this development. It is crucial that there be a more engagement with the community to ensure the realisation of a project that truly serves the best interests and most importantly safety of all stakeholders involved. Without doing so, which is where we seem to be currently, is a

	complete failure by our elected representatives who are supposed to be serving us and keeping us safe according to the law. Can you please acknowledge receipt of this email and respond accordingly.
9	Again I write to council to object to the cycleway at Freshwater and Curl Curl....especially near the preschool area near Freshwater...the road left for drivers is very narrow. i do not feel safe when cars shoot out from the traffic lights to drive towards the school. It seems very dangerous to me. Perhaps if car parking was only one one side, it might help. It is just too tight.
10	I am submitting my concerns regarding the proposed cycleway for Curl Curl to Freshwater. The lanes with the cycleway along Oliver street are much too narrow for safety. Especially anyone getting out of their car. There is already limited parking along the streets for residents. I have not seen one bike using the cycleway, they still ride on the footpath or the road. With the explosion of ebikes with teenagers in the area it will not be long before there is a serious accident. Does someone have to be killed before some action is taken.
11	I'm writing to say how wonderful it is to see councils all over Sydney making public space more accessible to ALL, not just those in cars. The proposal including additional pedestrian crossings and an actually separated cycleway is SO GOOD!!! If paired with a simple constant 40km/h speed it'll be the most accessibility friendly pair of beaches in the northern beaches. Great work to all involved.
12	The proposed bike path would be great to enable my children to safely ride to all the activities they do in bRookvale and freshwater and to school. manly selective and freshwater campus. At the moment we drive or they catch two to three buses to get from fairlight to bRookvale or curl curl or freshwater - the roads are congested. Thank you for the considered planning.
13	Hi, I am writing to express my concerns that the cycleway between Curl Curl and Freshwater is reinstated in a way that is safe and practical. Essentially, it was much better and safer before council changed it. Swapping sides of the road is impractical and dangerous. The concrete bollards are dangerous especially when emerging from them behind parked cars. Kind regards,
14	Dear Council, This is a submission against the proposed Cycleway in Freshwater and Curl Curl. Oliver Street/Bennett Street is a very busy road, used by cars, buses, bike riders and pedestrians. It

	has been shared for many years without any major issues. The new proposed cycleway will only benefit bike riders but hinder the traffic flow but also endanger the bike riders in having to cross multiple side streets, roundabouts and driveways in the wrong direction. The existing bike lanes on each side are much safer. Please do not forget that the large majority of traffic on this road is cars (10,000 / day based on the information you provided us) and this high volume is not expected to change significantly with your cycleway proposal. This means the proposed cycleway will immensely slow down traffic and therefore cause unnecessary traffic jams for the sake of the 100 cyclists a day that will use the cycleway. Firstly, I will comment on the "Benefits" post construction which is mentioned on the Council website. 1. Safety and Connectivity The new concept is more dangerous than the existing street design. - The majority of primary students will not be able to use the planned dual bike lanes as it is too dangerous crossing so many driveways and side streets on the wrong side of the road. Kids will get confused when having to check the traffic on the wrong side of the road which will cause accidents. - the proposed cycleway stops at every side street and roundabout, but again one lane of the cycleway is now on the wrong side of the road, riding into the roundabout against the traffic. This is dangerous. - Children are taught to always ride on the left side of the road. - Council calls the existing bike lane a buffer to open car doors and this is not safe for bike riders. In the proposed Cycleway car doors will still open into the cycleway from parked cars but the bike riders won't expect it and it will therefore be more dangerous than it is now. 2. Streetscape design improvement This will not improve as the upgrade of the sidewalk is not part of this. The sidewalks need to be redone to improve the street design. There are also many side streets that currently do not have any footpath at all which makes kids walk on the road. 3. Access to local destinations and businesses will be so much harder as there is less parking and the travel time will increase with this obstacle course and buses will need to stop in the middle of the road to let passengers on and off and therefore stop traffic flow. 4. It will not be a safe environment for all vehicles. Council has advised us that making the road skinnier will make cars slow down. This is a completely irrational way to control speed. A car will only slow down on a skinnier road because making it skinnier makes it more dangerous! So Council staff have basically admitted that they are proposing to make the road more dangerous. Next I would like to comment on the Council's summary of feedback. 1. Narrowing of lines. Council's response is the raised separators will be reduced to 0.2m. They are 0.2m at the moment (at the Southern end of Oliver Street). How is this a reduction? Oliver Street also didn't have a double line in the middle before which also reduces the width of the road. Council may need to take the measuring tape out again and measure the width of the street again. The traffic lanes are less than 2.8m in width at parts of the Southern End of Oliver Street. 2. Parking loss. Council says we will only lose a few car spaces. This is untrue. The buffer for the turning arc out of driveways and the marked bin spaces will remove at least one car spot in front of every house on the Eastern Side of Oliver Street. In the case of battle axe blocks it will remove more as there are up to 4 houses in battle axe blocks and each house has alternate Tuesdays of 2 to 4 bins out which brings it up to 16 to 8 bins out with one street frontage. The battle axe block

	house still all have multiple cars which need to be parked on the street. We need more car spaces, not less. 3. Parents do not just drop off kids to school. Most Kindergarten to year 2 kids will be dropped to the classroom which means the parents have to park their cars. The absolute very small minority will have time to bike ride their kids to school. As I mentioned above, it will be too dangerous for kids to use the dual bike lane on its own as one lane will always ride against the traffic. 4. It will be difficult to see the bike lane separator from the car, a parked car is easily visible from a car when reversing out and in a driveway. Council put up red traffic boulders next to the already installed bike lane separators as the concrete separators are not visible from a car and are damaging wheels when accidentally hit. Pedestrians have fallen over the concrete separators when trying to cross the street and fallen into the traffic. Please remove all the already installed concrete separators. 5. New bus stop platforms These will stop the traffic flow as the bus will not have its own bus stop space anymore but will stop in the middle of the road. Even with Opal cards being used, the buses stop for a relatively long time in rush hours. 6. Residents are not heard by the Council Council is disregarding the majority of residents who are against this project. The residents want a bike lane on each side of the road. Please leave our street as it is. Upgrades on sidewalks and pedestrian crossings are needed but not a dual bike lane on one side of the road. No more people will use bicycles just because the Council wants this. I want to see the Council do a food shop for a 3 to 5 person household on a bicycle. Students will still be dropped to school in a car as the parents will have to drive to work afterwards. This project will NOT encourage walking and bike riding. THE RESIDENTS and ratepayers DO NOT WANT A DUAL BIKE PATH. Please fix the sidewalks instead and make the existing bike lanes safer in painting them green. There is a petition with over 1000 signatures against this project. Please, Council, listen to us. Kind regards,
15	I am a teenager and am riding on ebike. I am against the dual cycleway in freshwater and curl curl, as it is very confusing to ride against the traffic into roundabouts across side streets and many driveways. it is not safe. My friends and I prefer to use the bike lanes on the road. it would be great if you could mark those lines again as they are faded or taken away by you. maybe you can make them stand out more by painting them green or red. Thank you,
16	As a young resident of Dee Why, I would like to say I strongly support the cycleway connecting Curl Curl with Freshwater. I try to cycle locally wherever I can to reduce my footprint and traffic and with this cycleway I will feel much safer cycling from my home near Dee Why park through to Freshwater beach. It is a great connection that will also allow so many kids to cycle to school. To add to this, I feel that reducing the speed limit to 40km/h along the route will create a much safer road, especially

	with it being narrowed. Warm regards,
17	This is a submission against the proposed Cycleway in Freshwater and Curl Curl. Oliver Street/Bennett Street is a main road through Freshwater and Curl Curl, used by cars, buses, bike riders and pedestrians. It has been a shared road for bikes and cars for many years without any major issues. The proposed cycleway by Council will only benefit bike riders but be bad for the cars traffic flow but also be dangerous for all the bike riders because they have to cross many side streets, roundabouts and driveways on the wrong side of the road. The existing bike lanes on each side are much safer. The absolute majority of traffic on our road are cars and this amount of traffic is not going to change with your new dual cycleway. It will only slow down traffic and cause unnecessary traffic jams. If we knew this would be a concept of happening after we bought we would have chosen not to buy, we pay our taxes and don't want this to go ahead , we have given other options that are reasonable. The new concept proposed by Council is more dangerous than the existing street design. Young primary students will not be able to use the planned dual bike lanes as it is too dangerous crossing so many driveways and side streets on the wrong side of the road. Kids are taught to always ride on the left side of the road. You say the existing bike lane are a buffer to open car doors and this is not safe for bike riders. In the proposed Cycleway car doors will still open into the cycleway from parked cars. Local businesses will be so much harder to get to as there is less parking and the travel time will increase with this new horrible street design and buses will need to stop in the middle of the road to let passengers on and off and therefore stop traffic flow. Council has told us that making the road skinnier will make cars slow down. This is a completely irrational way to control speed. A car will only slow down on a skinnier road because making it skinnier makes it more dangerous! So Council staff have basically admitted that they are proposing to make the road more dangerous. Council's response to our roads be too narrow was the raised separators will be reduced to 0.2m. They are 0.2m at the moment. This not a reduction! The traffic lanes are less than 2.8m in width at parts of the Southern End of Oliver Street. The parking loss is so much more than Council says. The buffer for the turning arc out of driveways and the marked bin spaces will remove at least one car spot in front of every house on the Eastern Side of Oliver Street. We have many battle axe blocks and it will remove more car spots as there will be up to 16 bins out with one street frontage. Where will all the cars park or the battle axe block houses? We need more car parking, not less. It is too difficult to see the bike lane separator from a car when reversing out and in a driveway. Council put up red traffic boulders next to the already installed bike lane separators as the concrete separators are not visible from a car and are damaging wheels when accidentally hit. Pedestrians have fallen over the concrete separators when trying to cross the street and fallen into the traffic. Please remove all the already installed concrete separators. The proposed bus stop platforms will stop the traffic flow as the bus will not have its own bus stop space anymore but will stop in the middle of the road. Even with Opal cards being used, the buses stop for a relatively long time in rush hours. Why are us residents not heard by the Council? Council is disregarding the majority of residents who are against this project. THE RESIDENTS and ratepayers DO NOT WANT A DUAL BIKE PATH. Please fix the sidewalks instead and make the existing bike lanes safer in painting them green.

	There is a petition with over 1000 signatures against this project. Please, Council, listen to us. Kind regards,
18	This is a submission to the proposed dual bike lane in Freshwater and Curl Curl. I am a teenager and do not find this dual bike lane safe. My friends and I prefer a property marked bike lane on each side of the road. I am also about to get my P license and am concerned about losing so many car spots. Please leave our road as it is. Thank you,
19	I am strongly in support of progressing this project, the revised plan will allow safe North-South travel for all bike users, improved streetscape, as well as improve walking access to local school. It is important that council progresses the plan in its current form, as a separated cycleway to avoid conflict between cars and pedestrians, even more so as heavy e bikes become more prevalent around Freshie. I hope that important projects like this are not derailed as we have seen elsewhere on the beaches- They are vital for safe, affordable and climate friendly travel. Regards,
20	I have strong concerns regarding the proposed cycleway as part of the Curl Curl - Freshwater Connectivity and Streetscape Upgrade for the following reasons: • Roads will be dangerously narrow - Oliver Street and Bennett Street has significant bus and truck traffic and the proposed narrow traffic lanes will mean that cars and buses will have very margin for error. • Decreased parking options for residents – on street parking is already overcrowded in these suburbs, the proposed cycleway will further reduce parking options. • Increased risk for less mobile – there will be increased risks for less mobile people entering or exiting vehicles due to additional hazards from the construction of the cycleway • Unsafe access to driveways - the positioning of the cement cycleway barriers makes it extremely difficult to exit driveways without veering into the opposite lane of traffic. The example diagrams provided by Council are confirmed to be inaccurate by the residents currently affected by the cement barriers at the south end of Oliver Street. • Risk to parked vehicles - the trial period with the narrow lanes already resulted in damage to the side mirrors of multiple cars. There is almost no margin for error for drivers, especially when buses and trucks are involved. • Bus stops will block traffic - it is completely inappropriate for the bus stops to be changed so that they will stop all traffic when passengers are getting on and off buses. Council has confirmed there are 10,000 cars each day so blocking traffic will simply not work. • Risks exiting buses - it is proposed that bus passengers will be exiting across the cycleway which presents high risk of accident and additional stress to the elderly and less mobile. This risk is exacerbated by the increased presence of ebikes travelling at high speed. Regards,

21	I understand that the Council are ignoring the wishes of the residents regarding the above. My husband and I are 85 years old with poor mobility. Even now we have to avoid the great numbers of adults and children who ride at great speeds on the pavement with no regard to safety and road rules. There never seems to be any patrols observing this behaviour. I can only see this being worse when the new proposals take place until someone is badly injured or killed. Please reconsider your proposal.
22	To whom it may concern, I full support the bike path as link to manly from Dee Why, enabling safe travel by bike and helping to reduce traffic congestion by providing alternatives to driving. The separated, off road bike path is an excellent design that reduces conflict between drivers, cyclists and pedestrians. Just like induced demand occurs by expanding roads, so too building bike paths encourages cycling, which reduces congestion. This also ties in to NSW strategy to get more kids to ride to school, by providing a safe passage to Harbord public school, St. John the Baptist school as well as Stella Maris. Best regards,
23	Just writing in to support the revised Freshwater connectivity plan. The plan will make it easier for families to travel within the area. Regards
24	This is a submission against the proposed Cycleway in Freshwater and Curl Curl. I am a resident of Oliver St Freshwater and use Oliver and Bennet st daily. I have serious concerns the re-planning and re-shaping of Oliver and Benneit Streets will have negative implications on traffic flow, lower driver visibility (and reduce safety) as well as see more cars parking illegally or dangerously impacting all road users. Traffic Flow / general road saftey 1. the proposed cycleway stops at every side street and roundabout. Who has right of way when bike lanes close out at these junctions? Drivers will not be used to two lanes of bike traffic in different directions. This is contrary to normal road rules. 2. The area see a lot of bus traffic. The narrowing of roads will be a significant problem for turning bus traffic, something the Dee Why cycleway does not encounter. Cars driving in the opposite direction will need to stop for wide turning buses, again creating dangerous driving situations. 3. It is also worth noting the number of elderly drivers in the area who will be less likely drive under these conditions and potentially rendering them more house bound. 4. Zebra crossing ‘island’ was removed some months ago at Park/Adams St. Baffled as to why this needed to be removed, particularly given it is used by kids going to the Curl Curl lagoon and netballers in winter. Parking 1. Concrete blocks have been installed between bike and parking lanes then driving lanes. Drivers parking will stop the flow of traffic to park there, particularly during school drop off and pick up times. Car door will be at risk also. 2. Turning across these lanes into side streets will also be more dangerous for drivers and riders. Ongoing Maintenance

	1. I also point to other cycle way examples in Dee Why where the cycle path is not maintained and (in my opinion) not seen the traffic that would have been forecasted. Who will be responsible for it's maintenance and support once it is built. Regards
25	Please do not proceed with the proposed cycleway in Oliver Street Freshwater as it will make the road too narrow. Thanks and regards
26	**Curl Curl Freshwater Cycleway Concerns.** I received your response regarding my mostly ignored safety concerns regarding the dual bike lane on the eastern side of Oliver Street. I fail to see any alarms cannot be seen by the so called safety advocates of the NBC **regarding pedestrians in the designated bike lane.** **It seems to be designed for bikes only** I refer to my concerns in my previous letter regarding persons putting bins out in the bike lane. People exiting buses over the bike lane. And people putting children in the back seat of a car over the bike lane were not even answered with any care. And anyone towing caravans entering and exiting their properties. None of these concerns were adequately answered in your response. It should now be seen by the 800+ signatures opposing this bike lane should now have somebody from NBC who could be responsible for the pending accidents of pedestrians and two way bike collisions in this inadequate unsafe design, who would possibly answer to and an independent accident review committee or even the coroner.
27	As previously advised, please find attached a summary report on the issues that have been raised by members of the local community in relation to the Curl Curl - Freshwater Cycleway Project. When notifying people in the community about the additional window for submissions, the majority opted to have their points included in the attached summary. This summary is therefore a solid aggregate of many views across the community but it is not an exhaustive list of all concerns. It is expected that there will be other concerns that will have been raised with you directly and we do not have visibility of. It is expected that this report and any other additional points you have received will be shared with your consultants doing the independent review. **1 Introduction** This Summary Submission includes a summary of concerns in relation to the Curl Curl - Freshwater Connectivity and Streetscape Upgrade Project (also known in the community as the Curl Curl – Freshwater Cycleway Project). All items included in this report have been raised independently by

multiple members of the community. This report does not claim to be an exhaustive summary of all concerns raised by the community as some concerns have only been shared privately directly with Council. This report also includes concerns that community members wanted to ensure had been provided to the consultants that will be conducting the independent review of this project.

This report is collated and submitted by [redacted] on 3 March 2024 as a representative of a significant cross section of the local community.

2 Positive Feedback

It should be noted that there are elements of the Curl Curl - Freshwater Connectivity and Streetscape Upgrade Project that many in the community are supportive of which are as follows:

- Improved pedestrian crossings
- Reduced speed limit

The Community is also very supportive of the continued allocation of cycleway space in its current design format and is also very supportive of marking or painting the existing cycle lanes to make them more visible.

3 Thematic Focus Areas

Unfortunately, the overwhelming majority view is that the cycleway component of this project in it its current proposed design is not suitable for its proposed location. The concerns raised by Community Members in relation to this project generally fall under one of four thematic areas as follows:

1. Increased risks to the community
2. Poor project design
3. Issues not considered by Council

4 Concerns related to increased risk to the community

4.1 Increased danger for adult cyclists due to expected usage

An adult rider riding this 1km stretch of cycleway will need to get off their bike and walk their bike (to be legal) across 9 crossings. This is compared to the current arrangement where they have allocated space on the road and can have right of way for the full distance. This means that most adult cyclists will just continue to ride on the road but will no longer have any dedicated space for them. It will be more dangerous for them as a rider. They will also be disruptive to traffic because the lanes will be too narrow to allow cars overtaking bikes without going over to the other side of the road and therefore increasing the overall risk of car an bike incident.

4.2 Increased risk to young riders because it will not be possible to see them when reversing out of driveways

It will be physically impossible to see a small young cyclist when reversing out of a driveway. If Council is hoping to increase the volume of young riders uing the cycleway, this is also increasing the probability of a significant incident involved a resident hitting a young rider.

4.3 Increased cyclist risk due to driver lack of familiarity with 2-way cycle crossings at roundabouts.

Car drivers will not be familiar with a 2-way cycleway that runs next to a roundabout and there is increased risk of them not seeing cyclists approaching crossing from an unexpected direction. This risk is exacerbated by the extra risk associated with ebikes travelling at high speed.

4.4 Increased risk to riders from car doors opening into cycleway

Cyclists are less likely to expect a car door opening into a cycleway than they are when travelling along a standard carriageway so there is an increased of cyclist collision.

4.5 Increased risk for the elderly and less mobile drivers

The narrowing of the road will mean that the elderly or less mobile people will need to wait behind their cars un4l there is a big gap in traffic before they can enter their car. Council has advised that there are 10,000 cars that travel this road every day so that is a lot of traffic to contend with. The project design is highly discriminatory against the less mobile members of the community.

4.6 Increased risk for the elderly and less mobile passengers due to tripping hazard

It is also unsafe for the elderly and less mobile when exiting from the passenger side of a car because of the extra tripping hazard on the cement barriers that they will need to navigate over.These are a tripping hazard for people of all ages regardless of whether they are existing a parked car or simply crossing the road.

4.7 Increased risk for all passengers exiting cars into a cycleway

There is a very real risk to passengers existing a car directly into a cycleway. This risk is also heightened for young children existing for school as they are less likely to look for cycle traffic when they are used to exiting a car on to the safety of a footpath. This risk is further heightened due to the heavier weight and higher speed of ebikes. An incident involving an elderly person could be catastrophic. We already have a witness to a cyclist collision with an exiting passenger on a similar cycleway design in Canberra within last 2 weeks.

4.8 Increased risk to residents along the cycleway due to unsafe entry and exit access for driveways

The positioning of the cement cycleway barriers makes it extremely difficult to exit driveways without veering into the opposite lane of traffic. The example diagrams provided by Council are confirmed to be inaccurate by the residents currently affected by the cement barriers at the south end of Oliver Street.

4.9 Increased risks to passengers entering and exiting buses

It is proposed that bus passengers at bus stops will be exiting across the cycleway which presents high risk of accident and additional stress to the elderly and less mobile. This risk is again exacerbated by the increased presence of ebikes travelling at high speed.

4.10 Increased fire risk for 2 storey buildings

Multiple community members with extensive experience with Fire and Rescue NSW have advised that there is increased risk for units responding to a fire incident at any property with more than one storey. It has been confirmed that the standard extension equipment cannot extend across the distance of a parked car plus a cycleway plus a footpath to then reach a house. The addition of a cycleway directly increases the risk of fire damage in the event of an emergency.

4.11 Risks to drivers to due to the reduced carriageway lane widths

Oliver Street and Bennett Street have significant bus and truck traffic and the proposed skinny traffic lanes will mean that cars and buses will have very little margin for error. State guidelines for carriageways widths with bus traffic indicate that lane widths should ideally be a minimum of 3.2m and Council is choosing to ignore this minimum to set it to 3.0m. Please refer the follow state government recommended gudielines. hGps://www.movementandplace.nsw.gov.au/design-principles/design-road-and-streets-guide/road-and- street-design-parameters-and-elements/design-elements-public-transport

4.12 Risks to cars and drivers due to cars not parked perfectly

The space allocated for car parking is now proposed to be 2.1m with the average car now being 1.9m. This means that unless a car is perfectly parked against the curb, a car may intrude slightly into the narrow carriageway and therefore present a high risk of car swiping or possible rear end collision.

4.13 Increased risk to parked vehicles

The trial period with the narrow lanes that was implemented in 2023 already resulted in damage to the side mirrors of multiple cars. There is almost no margin for error for drivers, especially when buses and trucks are involved.

4.14 Lack of evidence of the project improving safety in any way

Council was asked multiple times to explain the current risk that they were trying to address with this project and there was initially nothing forthcoming. Eventually there was confirmation of awareness of 3 reported incidents involving cyclists over the last 5 years but there was no information about the severity of the incidents or whether they cyclist only, cyclist to cyclist, cyclist to pedestrian or cyclist and car. This is a project claiming to fix a safety problem that simply doesn't exist.

5 Concerns related to poor project design

5.1 Bus stops will block traffic

It is completely inappropriate for the bus stops to be changed so that they will stop all traffic when passengers are getting on and off buses. Council has confirmed there are 10,000 cars each day so blocking traffic will simply not work.

5.2 Lack of certainty around road width along whole route

Council has confirmed multiple times that they have not surveyed the entire proposed length of the cycle route and therefore cannot guarantee that some sections will be smaller than the current design indicates. Some members of the community have identified locations that may be up to 0.15m skinnier which would have the significant impact on safety and design in those locations.

5.3 Impractical placement of cement dividers next to driveways - part 1

Residents that are still having to deal with the existing works at the south end of Oliver Street that show the start of the planned cycleway build are providing direct evidence that they cannot safely navigate in and out of their driveways because of the cement barriers. Residents have been forced to block traffic so they can reverse in to their driveway because they can't reverse out of their driveways.

5.4 Impractical placement of cement dividers next to driveways - part 2

The issue above is also exacerbated for residents with large trailers in their driveways. Residents are trying to do the right thing by keep large caravans and boats off the street when they can but the proposed location of cement barriers will no longer make it possible to enter/exit with large trailers. This will therefore further increase the pressure on the already limited parking

5.5 Random location

There is no natural cycleway feeder at the start of this proposed cycleway near the intersection of Oliver Street and Lawrence Street so the selected location for this cycleway is very random. The only reason for its selection is because of Council access to the federal safer schools grant and therefore the project is being implemented near the schools even though there is no natural starting or ending point.

5.6 Making carriageways skinnier is not an appropriate method for reducing traffic speed

Multiple Council representatives when trying to "sell" this project to the community stated that reducing carriageway widths will be safer because it will make cars slow. For a start, that is surely what speed limit signs and speed cameras are for. The only reason a car will slow down on a skinnier carriageway is because there is increased risk of incident. Council representatives have therefore directly admitted that skinnier carriageways are higher risk.

5.7 Project designs do not identity the set back of cement barriers from driveways

	The project design documentation provided by Council does not provide specific specifications on where the cement barriers will be positioned on each side of driveways. **5.8 Buses will not be able to turn into Oliver Street until traffic both ways is clear** Due to the proposed skinnier lanes, buses will not be able to turn into Oliver Street unless the road is completely clear in both directions. **5.9 Council has removed safety island in middle of Bennett Street which has lots of young children crossing.** The proposed pedestrian crossings do not include the safety islands in the middle of the road. Council prematurely removed the safety island from the crossing at the intersection of Park and Bennett Streets and this has significantly increased the risk for young pedestrians crossing there. **5.10 Poor visibility of cement barriers** It is not possible to see the cement barriers when reversing out of a driveway so there will be increased of damage to cars. **6 Concerns related to issues not considered by Council** **6.1 High number of streets without footpaths that increases danger for students going to school** There are numerous streets near the two primary schools that don't have footpaths which makes kids walk on the road in winter to avoid wet grass. This is a higher safety risk that should be addressed. Examples of streets missing footpaths within 100m of the proposed cycleway are: Park Street – east side Stirgess Avenue – both sides Bennett Street (west of Oliver street) – both sides Brighton Street (west of Oliver) – north side Robert Street – north side Wyuna (west from Jacka Park) – north side Wyuna (east of Oliver) – south side **6.2 Absence of any strategy for dealing with eBikes** The Council still does not have any solid strategy for dealing with ebikes so there has been no assessment of the risks associated with ebikes racing through a cycleway and not stopping at road crossings. It is completely inappropriate to progress with a million dollar project without having considered the ever increasing volume of ebikes. **6.3 Parking already under significant pressure due to proximity to 2 primary schools, a high school and multiple playing fields** The area directly around the proposed cycleway is already under significant pressure for parking space due to the proximity to 3 schools, a church and a very high volume of mplaying fields. It is completely inappropriate to remove parking spaces and also force the moving of trailers into side streets.
28	hi justy reading the MD article I work on a street with a cycle lane (for 18 years) it was a 3 lane street now down to 2 lanes (with a cycle lane) with the implementation of this lane the businesses on the street all closed due to ,customer

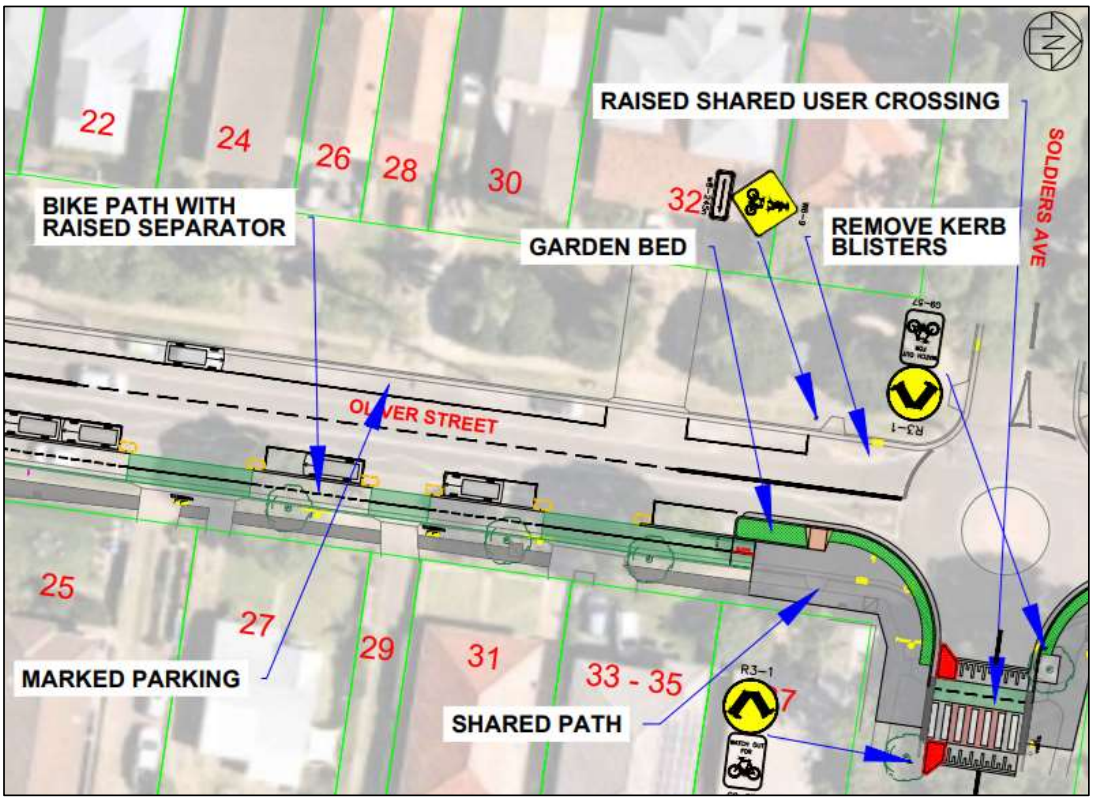
	decline (no parking) and i have to say that 50 % of cyclists use it The road is constantly jammed due to traffic congestion as a result of this rarely used addition The problem is that there Are no cycle rules to make them use the cycle lanes so why should they which is the argument no to build it A true waste of money and no true benefit

TRAFFIC ENGINEERING

Northern Beaches Council

Oliver Street-Bennett Street bicycle route, Freshwater

Concept design road safety audit



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Northern Beaches Council

Oliver Street-Bennett Street bicycle route, Freshwater

Concept design road safety audit

Authors Damien Chee

Report No NBC-PROJ-0008-10 CD RSA OLIVER-BENNETT REV 1

Date 6/1/2024

This report has been prepared for Northern Beaches Council.

TRAFFIC ENGINEERING

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Appendices

Appendix A
Road Safety Audit Checklist

1 Introduction

1.1 Project and audit details

Details of the audit have been summarised in Table 1.

Table 1 Details of the road safety audit.

Audited project	Proposed bicycle route along Oliver Street-Bennett Street-Park Street between Lawrence Street and John Fisher Park, in Freshwater.
Client/ contact	Phillip Devon Manager, Transport Network Northern Beaches Council Ph: 0466 136 560 E: Phillip.Devon@northernbeaches.nsw.gov.au
Audit type	*Concept design* road safety audit. Curl C
Purpose	A *concept design* road safety audit was required so that safety issues could be considered and addressed in the refinement of the design.
Background	Northern Beaches Council has received funding from Transport for NSW (TfNSW) through the Federal Stimulus School Zone program to construct: ▪ Two-way dedicated cycleway/shared path in Oliver Street-Bennett Street, Freshwater between Lawrence Street and Park Street. ▪ A 20km/h zone in Park Street with traffic calming elements. Council requested an independent road safety audit to be carried out on the concept design. This report details the processes and findings associated with this *concept design* road safety audit.
Scope of project/ audit	As a *concept design* road safety audit, the following plans from project package 3321 were issued to the audit team and considered to be the auditable materials and scope: DRAWING NO. DESCRIPTION 0001 INDEX SHEET 1001 GENERAL SHEET ARRANGEMENT 1 1002 GENERAL SHEET ARRANGEMENT 2 1003 GENERAL SHEET ARRANGEMENT 3 2001 CIVIL WORKS PLAN SHEET 1 2002 CIVIL WORKS PLAN SHEET 2 2003 CIVIL WORKS PLAN SHEET 3 2004 CIVIL WORKS PLAN SHEET 4 2005 CIVIL WORKS PLAN SHEET 5 2006 CIVIL WORKS PLAN SHEET 6 2007 CIVIL WORKS PLAN SHEET 7 2008 CIVIL WORKS PLAN SHEET 8 2009 CIVIL WORKS PLAN SHEET 9 2010 CIVIL WORKS PLAN SHEET 10 2011 CIVIL WORKS PLAN SHEET 11 2012 CIVIL WORKS PLAN SHEET 12 2013 CIVIL WORKS PLAN SHEET 13 All plans were marked as revision 2 and dated 20/10/2023. As a *concept design* stage road safety audit, the primary focus of the audit was on the higher-level planning issues such as the route alignment and choice, method of traffic control and pedestrian-bicycle crossings over each road, the choice of facility/ amenity (footpath, shared path, bicycle only path etc), and the suitability of the designed route to the likely bicycle user groups that are likely to use these facilities. The more detailed aspects of the project (which were not included in the design anyway) were not examined as these would generally be more comprehensively reviewed at the detailed design stage. This would include consideration of specific locations along the route and more “microscopic” assessment of the potential safety issues (eg. impact of tree roots on path slab uplift, potential for leaf litter over bicycle paths etc).

Audit team details	Damien Chee, level 3 (lead) road safety auditor - Registration number: RSA-02-0094. Linda Chee, level 2 road safety auditor –Registration number RSA-02-1069.
Audit methodology	The audit was undertaken using the following methodology: ▪ Review of the concept design plans. ▪ A site inspection was carried out for familiarisation purposes, to understand the pre-existing road, traffic and land use conditions, and to contextualise the setting/ environment that the works would be delivered in. ▪ The previous audit findings were reviewed for relevance to the latest set of drawings. ▪ The road safety audit findings have been documented in this report in accordance with the NSW Centre for Road Safety's *Guidelines for Road Safety Audit Practices* (2011). The audit findings are documented in Section 2. ▪ This report includes completed road safety audit checklist as sourced from the Austroads *Guide to Road Safety Part 6A: Implementing Road Safety Audits.*
Material supplied	See *scope of audit*.
Meeting and assessment details	Audit conducted between 27/12/2023 and 31/12/2023.

1.2 Responding to the audit report

Road safety audits provide the opportunity to highlight potential road safety problems and have them formally considered by the project manager in conjunction with all other project considerations.

The responsibility for the project rests with the project manager, not with the auditor. The project manager is under no obligation to accept the audit findings. Also, it is not the role of the auditor to agree to, or approve the project manager's responses to the audit.

1.3 Previous audits

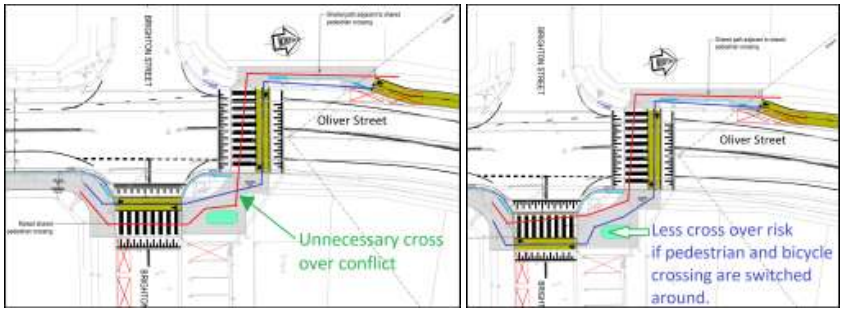
An earlier *concept design* road safety audit was carried out on a previous version of the design in July of 2022. The findings from that audit were documented in DC Traffic Engineering's report registered as NBC-PROJ-0008-01 (Rev 1 dated 2/7/2022).

The audit team holds the position that if issues had been previously identified and brought to the attention of the project team, that they need not be re-raised in this current audit. This is based on the assumption that the project team had considered each issue in detail and had established a close-out position on each matter. That may include *elimination* of the risk, *reduction* of the risk, *controlling* the risk, *protecting* against the risk, *warning* against the risk or a justified "do nothing" position.

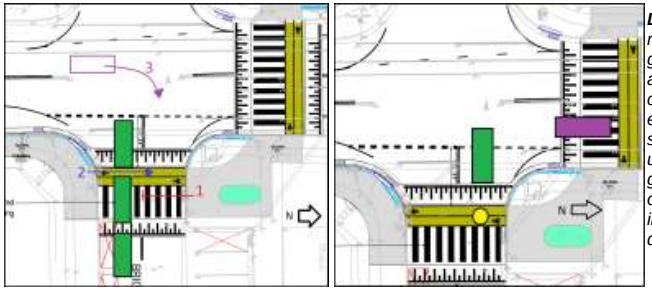
In these respects, the previous audit findings have been reproduced in Table 2. Each finding has been numbered P1, P2 etc. where "P" refers to *previous audit* and the suffix number is the same sequential number as when previously reported. All font has been changed to italics to indicate that these were previous audit findings.

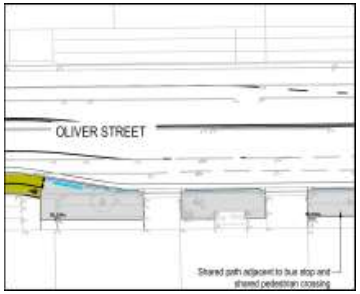
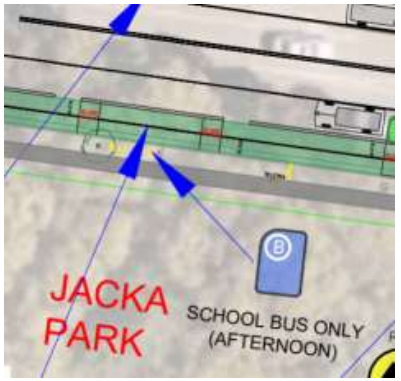
The last column of Table 2 also includes a comment from the audit team regarding the relevance of the issue to the latest design, which is the subject of this current audit.

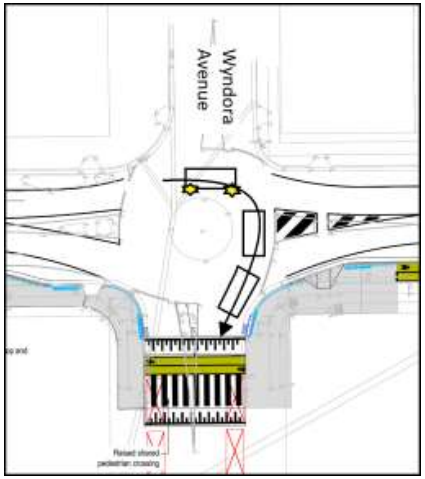
Table 2 Previous road safety audit findings – from earlier concept design stage (sourced from report NBC-PROJ-0008-01 Rev 1 dated 2/7/2022).

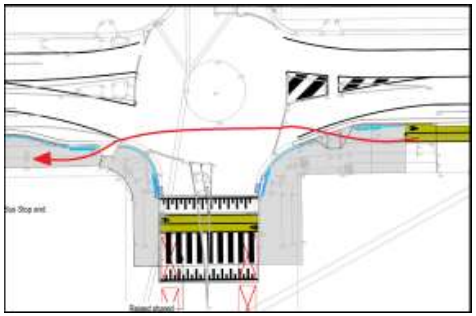
Ref	*Location*	*Road safety audit finding*	Comment as part of current audit
P1	*North-eastern corner of the Oliver Street/ Brighton Street intersection.*	*The left-hand image shows the proposed layout of the pedestrian-bicycle crossings over Oliver Street and Brighton Street as well as the two-way cycleway extending to the north, along the western side of Oliver Street. The relative arrangement of the zebra stripes (marking the pedestrian crossing) and the green coloured paving (marking the bicycle route) creates an unnecessary cross over conflict as shown, between pedestrians and cyclists. This could result in bicycle-pedestrian crashes.* *The right-hand image shows a simple revision to the design which has switched the relative positions of the zebra markings and the green coloured bicycle crossing over the Brighton Street eastern leg of the intersection. This simple revision is more likely to reduce the need for pedestrian and bicycle cross over movements.* *Note: In each diagram, the blue line represents the bicycle travel path and the red line represents the pedestrian travel path.*  ***Left:** The relative positions of the zebra markings and the green coloured bicycle paths would create an unnecessary cross over conflict between these two users as shown. **Right:** By switching the relative positions of the zebra markings and the green coloured bicycle crossing in the Brighton Street eastern leg, this could reduce the degree of conflict between the two road user groups. Both images from previous version of the design.*	The revised design has reversed the relative positions of the zebra markings and bicycle crossing over Oliver Street. This has some benefits and some disadvantages. On one hand, the bicycle and pedestrian movements are separated at points A, B and C as well as the crossing over Oliver Street. However, on the other hand, at point D, at the western side of the Oliver Street crossing, there is a crossover conflict as marked by the yellow star. The audit team acknowledges that cyclists would need to give way to pedestrians since the zebra markings extend over the cycleway. However, a key point of change with the new design is that the on-road cycleway on the eastern side of Oliver Street terminates at point A. If the crossings were arranged as per the right-hand image in item P1, it would resolve the crossover conflict at point D, but create a new crossover conflict at point A. The project team should consider further opportunities for managing the conflicts and eliminating crossover conflicts where ever possible. As this issue has already been raised previously, it is not re-raised as a new issue in the current audit.  ***Above:** The revised design has reduced the crossover potential at points A, B and C. However, a new conflict is created at point D. Extract from the latest design.*

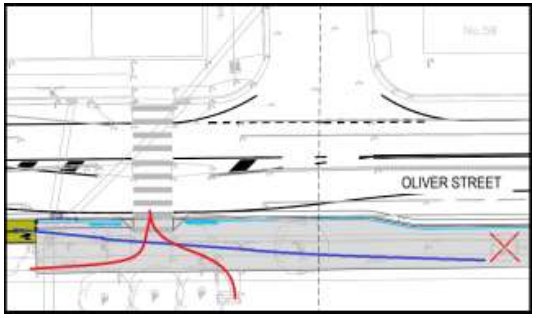
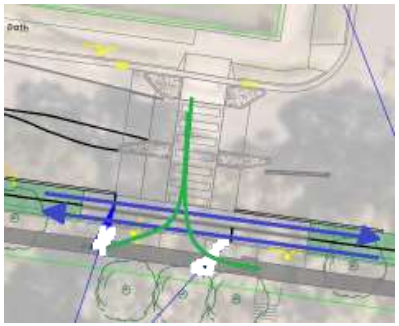
Ref	*Location*	*Road safety audit finding*	**Comment as part of current audit**

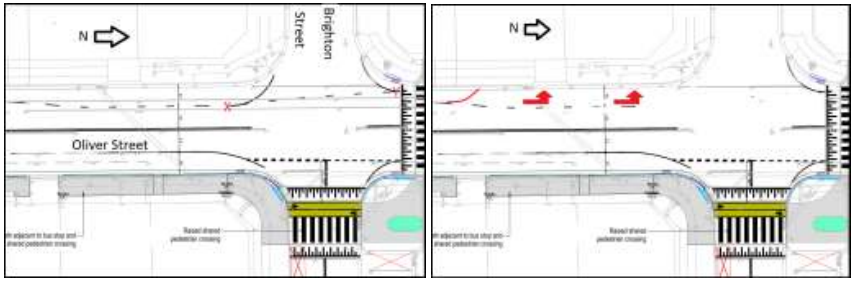
P2	*General – Implications of pedestrian-bicycle crossings in side roads which are close to the intersection with Oliver Street.*
	
	NB. Although the Oliver Street/ Brighton Street intersection is used as the example in the diagrams, this issue and the stated risks should be considered at ALL crossings over minor road legs to intersections.
		The design proposes several pedestrian-bicycle crossings in the side roads stemming off Oliver Street. In general, these are offset 6m from the hold lines of the intersection. The audit team notes the following concerns and crash conflicts:
		▪ *Any vehicles stopped at the hold lines may generate queuing and queue spillback over the crossing as shown in the left-hand image (row of green cars). This may block the crossing which therefore has several reactive risks by pedestrians and cyclists, as follows:*
		  ▪ *Pedestrians-cyclists that cross from the far side of the crossing (movement 1) may become trapped on the road and unable to complete the crossing due to the queued vehicles. This could prolong their presence on the road, and increase exposure to impacts by other vehicles.*
		  ▪ *Pedestrians-cyclists from the near side of the road may attempt to cross between or behind queued traffic (movement 2). This is dangerous as these crossing road users may be hidden from the view of other drivers, such as (in this case) the northbound right-turning vehicle marked as movement 3.*
		▪ *Any vehicles that turn into the side road may not expect to encounter a crossing this close to the intersection, nor the need to stop in response to a crossing road user. Using the left-hand image, the northbound right-turning driver (movement 3) would tend to look to the north to judge for gaps in the southbound through traffic stream. By doing so, they may fail to observe the conditions in the Brighton Street departure including the crossing, and any crossing road users. This could lead to a right-turn on pedestrian/ bicycle crash. Also, if they accept a substandard gap in the southbound traffic stream, they may tend to accelerate hard when making the turn, only to be faced with the immediate need to slow down and/or stop. Most drivers tend to accelerate when departing from an intersection.*
		▪ *Even if the eastbound departing vehicle stops in response to crossing pedestrian-bicycle (green car in the right-hand image), this could leave them exposed to impacts by other vehicles (eg. purple vehicle), especially if they extend back into the control area of the intersection.*
		▪ *In most cases, the hold line was not in line with the projection line of the kerbs either side of the intersection. Using the left-hand image, the first green vehicle at the head of queue has stopped clear of the hold line, but would still be exposed to impacts by southbound vehicles on Oliver Street due to the lack of protection from the kerblines.*
		
		***Left-hand image:** If a vehicle in the side road stops at the hold line, it could generate a queue which extends over and blocks the pedestrian-bicycle crossing. **Right-hand image:** If a vehicle entering the side road (green vehicle) stops in response to a crossing road user (yellow dot), this could leave the green vehicle exposed to impacts by other vehicles (eg. purple vehicle. Both images from previous version of the design.*
			These issues would still persist with the new design.

Ref	Location	Road safety audit finding	Comment as part of current audit
P3	General - Pedestrian safety at bus stops and pick up zones throughout the project.	*The design proposes several shared paths where pedestrians and cyclists will share common use of the path without any formal designation of bicycle only lanes, or pedestrian exclusive areas. This includes several bus stops along Oliver Street and Bennett Street. Overall, there are noted risks of:* ▪ *Pedestrians being impacted by bicycles moving past the bus stops. This includes standing pedestrians as they wait for buses to arrive.* ▪ *Bicycle crashes into the multitude of structures at these locations including poles, bus shelters etc.* ▪ *The squeeze point created at these locations with substantial occupation of the area by pedestrians, structures etc. This could simply make the area impassable by bicycles.* *The same issues apply to the school drop off and pick up zone at Harbord Primary School. The eastern kerbline of Oliver Street at this school could contain many school children as they wait for and move towards their vehicles. It may also include many parents/ carers as they wait for and walk their children home. During peak school zone periods, parts of this footpath could also become impassable by cyclists.*   ***Left:*** *Extract from the design showing an example of a proposed shared path and bus stop. Image from previous version of the design.* ***Right:*** *The same bus stop as viewed under existing and pre-project conditions. Note the general lack of verge space due to the bus shelter, utility poles and trees. This verge would be even more obstructed with bus passengers waiting for or alighting from buses.*	Throughout most of the new design, the bus stop waiting areas remain on the footpath whilst the cycleway runs along the road surface (see example below). The awaiting pedestrians and bus shelters would therefore be outside the bicycle travel areas. One bus stop is also marked for removal. The exception is at Harbord Public School where the bicycle travel path is via the shared path and bicycle versus bus stop patron/ structures conflicts will persist. The conflicts between cyclists and school children would also persist.  ***Above:*** *An example of a bus stop that would remain on the footpath whereas the bicycle travel path would be via an on-road cycleway. This is at Jacka Park. Extract from the new design.*

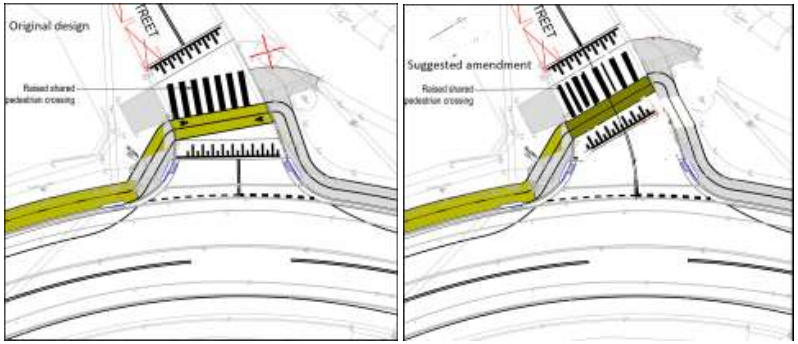
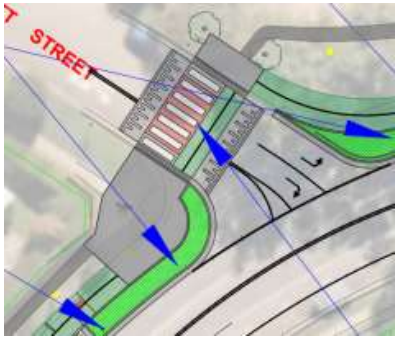
Ref	*Location*	*Road safety audit finding*	**Comment as part of current audit**
P4	*Oliver Street roundabouts with Wyndora Avenue and Soldiers Avenue.*	*The Oliver Street intersections with Wyndora Avenue and Soldiers Avenue are both roundabouts. Under the proposed design, these will both contain pedestrian-bicycle crossings over the eastern leg, which is in the immediate approach-departure to the roundabout. Item P2 discussed the risks associated with having crossings too close to priority control points. These included risks of queues from the intersection spilling back over the crossing, or alternatively, queues from the crossing spilling back into the intersection. The issues described in item P2 would all persist with the two roundabouts at the Wyndora Avenue and Soldiers Avenue intersections. Furthermore, drivers departing into the eastern legs may have even less expectation of the crossing (and crossing pedestrians and cyclists) compared with non-roundabout intersections. This is because of the circular path driven by drivers, especially in right-turn movements. As shown below, a right-turning driver would need to negotiate a 90-degree turn through a circulating path. This would also involve sight lines in the forward view which would be, for most of the time, angled well away from the subject crossing. Drivers also tend to accelerate when departing roundabouts, and most drivers do not expect to encounter situations that require them to stop this soon after departing from a roundabout.* *Although the Wyndora Avenue intersection is shown below, this issue also applies to the Soldiers Avenue intersection.*  ***Left:** Drivers using the roundabout, especially right-turners would not expect to encounter a crossing or the need to stop this soon after departing from the roundabout. Image from previous version of the design.*	These issues will still persist with both roundabouts since the bicycle-pedestrian crossings will be in similar set back positions in the side roads, in the approach-departures to the roundabout.

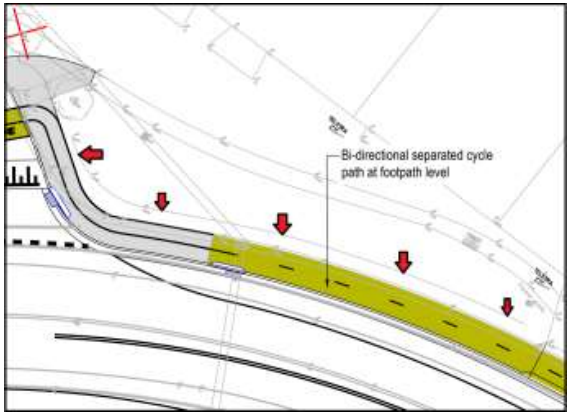
Ref	Location	Road safety audit finding	Comment as part of current audit
P5	*Bicycle movements at the Oliver Street/ Wyndora Avenue roundabout and the Oliver Street/ Soldiers Avenue roundabout.*	*The project team should be mindful of the types of cyclists that are likely to, or expected to use the cycleway. Under current, pre-project conditions, these cyclists would be ones that travel on the road and adjacent to the northbound and southbound road traffic. As such, they would have a higher risk tolerance and would tend to be more competent cyclists compared with (say) recreational cyclists that would opt to use a shared path. In these respects, the re-distribution of these cyclists to the proposed cycleway may not perform as expected and some deviations from expected behaviour should be expected.* *Firstly, these cyclists may experience frustration and dissatisfaction in the level of service offered by the shared path portions of the project. In the pre-project scenario, these cyclists would have shared on road space with road vehicles and would enjoy faster travel times and less physical hinderances. In the post-project scenario, these same cyclists would need to negotiate kerb ramps; shared paths that may contain slow-moving or stationary pedestrians; bus loading/ unloading activity; and obstructions such as trees, signs, poles and bus shelters.* *Secondly, the crossings at the two roundabouts are "bent out" facilities requiring cyclists to deviate significantly from the otherwise straight line travel route. Rather than deviate this course to use the designated crossing, many of these cyclists may bypass the crossing altogether and use the roadway. The image below shows an example of this where the cyclist would use the kerb ramps to enter the road space, circulate the roundabout and then use the corresponding kerb ramp on the departure side to re-enter the downstream shared path. This puts them at unnecessary risk of impacts by other road vehicles. Also, there does not appear to be anything illegal about making this crossing (although a crossing in the reverse direction, whilst still being an equal temptation would at least be illegal due to the "wrong way" travel through the roundabout).* *In addition to the roundabouts, this "pick and choose" route-selection behaviour may also occur at various other locations along the route, especially when considering that these would have been cyclists that use the on-road facilities in the pre-project scenario.*  ***Left:** Cyclists may be tempted to bypass slower operating facilities such as shared paths and crossings that deviate from the otherwise "straight-line" travel route. Image is from previous version of the design.*	These issues would still persist with the current design and proposed layout. This is because the roundabouts and proposed crossings would still be in similar relative positions to each other as the previous version of the design.

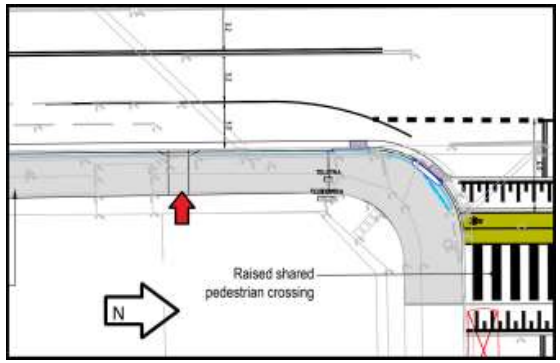
Ref	*Location*	*Road safety audit finding*	**Comment as part of current audit**
P6	*Zebra crossing over Oliver Street opposite Johnson Street, and the shared path-cycleway interface*	*Similar to item P1, there may also be a bicycle-pedestrian cross over conflict in the shared path on the eastern side of Oliver Street opposite Johnson Street. As shown below, the shared path will interface with a cycleway and pedestrian-exclusive footpath to the south. The shared path would allow co-mingling of pedestrians and cyclists. However, as a cyclist heads southbound, they would tend to shift to the west to access the cycleway as per the blue line. By contrast, any pedestrians emerging from the zebra crossing and also heading south would tend to move to the east to access the footpath. This would create a cross over conflict at this point. There may also be other cross over conflicts such as with pedestrians crossing the shared path to access the park.* *Whilst some degree of cross over conflict would always arise at such shared path interface points with cycleways, there may be merit in shifting this interface point further away from high-use facilities such as zebra crossings. The zebra crossing presents an obvious drainage point for pedestrians and the cross over and interaction with cyclists is almost inevitable given the close distance away from the cycleway.*  ***Left:** There is a cross over conflict create due to the transition from shared path to cycleway, and the close proximity to the zebra crossing. Image from previous version of the design.*	The layout of the bicycle route has changed in the new design, with this now being an on-road cycleway rather than a shared path. However, the crossover conflict would still persist as shown by the blue (bicycle) and green (pedestrian) arrows/ lines. Refer to item 3.15 of Table 3 for a new issue with this crossing.  ***Above:** There is still a pedestrian versus bicycle cross over conflict at this pedestrian crossing as shown below. Extract from the new design.*

Ref	*Location*	*Road safety audit finding*	Comment as part of current audit
P7	*Northbound traffic lane of Oliver Street in approach to Brighton Street.*	*Throughout most of the project, Oliver Street will have a revised cross section including parking lanes either side of the road and a single traffic lane per direction. The existing and pre-project on-road bicycle lanes will be removed and this space used to reconfigure the traffic and parking lanes as well as to accommodate a two-way cycleway (or widened shared path). However, in the Oliver Street southern leg to its intersection with Brighton Street, the northbound parking lane appears to open up and is separated by a dashed line. The audit team were uncertain what the design intention was at this point, and whether this is supposed to be a left-turn lane. Furthermore, the dashed line through the control area of the intersection is misleading as it guides northbound road traffic from a "pushed out" position at point X to a kerbside position at point Y. Yet further north of this point, this traffic is expected to shift back towards the east due to the presence of the two-way cycleway on the western side of the road.* *If the design intention was to create a dedicated left-turn lane, then the linemarking arrangement should be revised as shown in the right-hand image.*  ***Left:*** *Extract from the design showing the proposed linemarking layout in the northbound direction of Oliver Street in its approach to Brighton Street.* ***Right:*** *If the design intention is to create a dedicated left-turn lane, then this would be a clearer layout. Both images from previous version of the design.*	The latest layout is shown below. The audit team notes that the kerbside space includes a bus stop. The dashed linemarking has been removed from the design. Also, the diagonal dashed line in the control area of the intersection has been removed. This at least removes this as a source of confusion for northbound road users.  ***Above:*** *The dashed lines, including the diagonal portion through the control area of the intersection have been removed in the new design. As such, this reduces the potential confusion for northbound road users.*

Ref	Location	Road safety audit finding	Comment as part of current audit
P8	General – Issues with the relative layout of the cycleway, driveways and the parking lane.	*The design includes re-allocation of road width to create a two-way cycleway running along one side of Oliver Street and Bennett Street. The following issues were noted:* ▪ *The affected side of the road will include extension of property driveways and new laybacks on the kerblines. The project team should be aware that the laybacks will reduce the effective width of the cycleway. This is both directly, in taking up physical width which would otherwise be used for bicycle transit; as well as indirectly since many cyclists will consciously veer away from these laybacks. There would be a perceived and actual high risk of tracking over the laybacks due to the depressions in the path surface and the abrupt slopes involved. This is especially in wet surface conditions and/or at night time where there could be risks of bicycle slide-out events.* ▪ *The secondary impact of the laybacks is that cyclists would veer away from these and hence occupy the more central part of the cycleway where there would be increased risks of head-on crashes with opposing cyclists.* ▪ *Overall, there is also a risk of car door openings into the cycleway with potential collisions between bicycles and car doors. The parking lane appears to abut the kerbline with minimal lateral buffer to the cycleway. Any pedestrians that alight from parked cars may be under imminent threat of an impact by a cyclist.* ▪ *The new layout may also introduce risks of vehicle-bicycle collisions involving vehicles enter the driveways. In situations where there are vehicles in the parking lane either side of the driveway, a driver may not have a clear view of cyclists on the cycleway, due to these parked cars. These drivers may enter a driveway lacking awareness of a cyclist moving along the cycleway.*  ***Above:*** *Two examples of where driveway laybacks may reduce the effective width of the cycleway. In the right-hand example, near Surfside Parade, a northbound cyclist would be reluctant to keep to the designated northbound bicycle lane due to the high frequency of driveways. If they used the northbound bicycle lane they would need to constantly move in and out to avoid each of the respective laybacks. In reality, they would simply take a straight trajectory down the middle of the cycleway and even possibly in the southbound bicycle lane. Both images from previous version of the design.*	Most of the route now consists of an on-road cycleway in lieu of the previous shared path arrangement. As such, the issue of property driveways and kerb laybacks no longer persists in the new design.

Ref	*Location*	*Road safety audit finding*	**Comment as part of current audit**
P9	*Pedestrian-bicycle crossing over Bennett Street, to the west of Oliver Street.*	*Bennet Street West has a sudden curve in its immediate approach to Oliver Street. This is due to the reversed priority of this T intersection (ie. normally Bennett Street as the straight east-west road would be the higher priority route). The design has responded by making the pedestrian-bicycle crossing in this leg a skewed angled crossing (see left-hand image as an extract of the original design). However, this is not ideal since:* ▪ *The crossing direction is somewhat diagonal and requires a longer crossing length and hence crossing duration. This would unnecessarily increase the time exposure on the roadway.* ▪ *The crossing direction is not perpendicular with the kerblines. Typically, crossings should be as perpendicular as possible to make these legible to all pedestrian classes (including mobility and vision affected users).* ▪ *As shown in the left-hand image, the marked centrelines either side of the raised threshold do not match up with each other. The driver would need to "guess" the alignment of the lane as it curves horizontally through the crossing.* *The right-hand image shows a suggested amendment. This would involve a more perpendicularly aligned crossing with a shorter crossing distance and hence shorter crossing duration. It also means the sloped flanges either side of the threshold are parallel with each other. As shown, there is also a better opportunity to improve the centreline legibility either side of the crossing as well as the expected centreline division/ continuation across the crossing.*  ***Left:*** *Extract from the original design showing the skewed angle of the crossing.* ***Right:*** *A suggested amendment to the design to make this more legible and to reduce the crossing length and duration. Both images from previous version of the design.*	The revised design has addressed these issues with a more perpendicular crossing and hence shorter pedestrian-bicycle crossing length. The centreline either side of the crossing is also more legible and requires less "guesswork" by drivers.  ***Above:*** *The revised design showing the revised layout of the crossing, the raised threshold and the linemarking/ lane layout.*

Ref	***Location***	***Road safety audit finding***	**Comment as part of current audit**
P10	*Guardrail on the northern side of the Bennett Street/ Oliver Street intersection.*	*There is an existing guardrail on the northern side of the intersection as marked by the red arrows below. The audit team were uncertain of the reason for this guardrail but it was presumably in response to a noted run off road crash and the need to provide containment and protection against property damage. If this is the case, then the proposed cycleway running along the outside of the guardrail would, all things being equal, expose these cyclists to the same run off road crash problem. Cyclists on this new facility could therefore be exposed to impacts by errant road vehicles. If there is indeed a run off road crash problem, then consideration should be given to relocating the guardrail so that it shields the cycleway as well as the verge beyond.*  ***Left:*** *There is a guardrail on the northern side of the Bennett Street/ Oliver Street intersection as marked by the red arrows. Image from previous version of the design.*	The new design has reinstated the guardrail on the kerb buildout as shown. As such, it offers protection to both the verge area (same as the pre-project conditions) as well as the cycleway. The guardrail is, however, shorter than the pre-project version.  ***Above:*** *Extract from the new design showing the proposed reinstatement of the guardrail on the northern side of the road.*

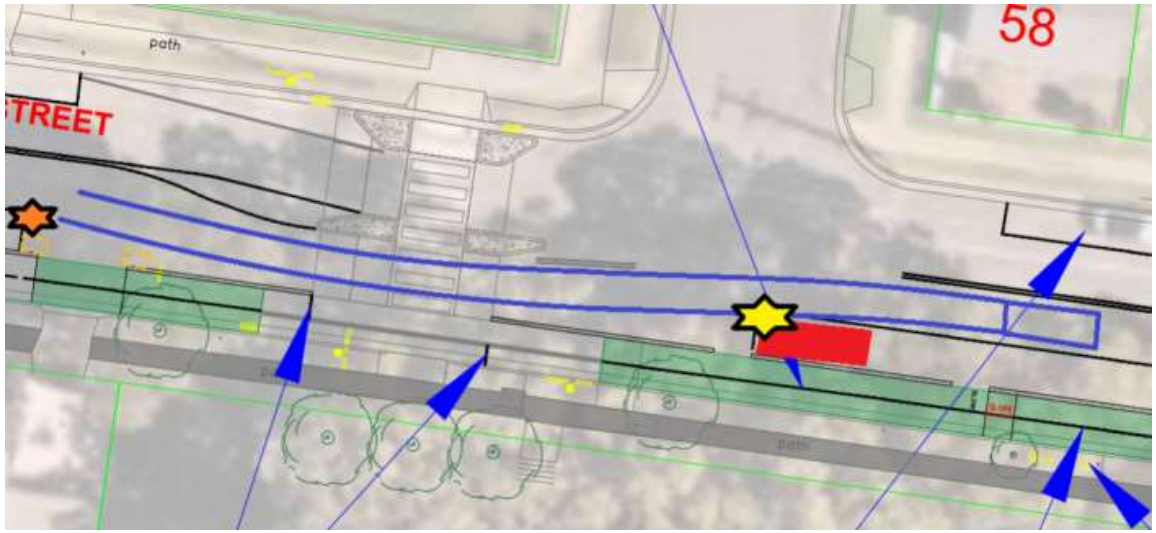
Ref	Location	Road safety audit finding	Comment as part of current audit
P11	Eastern side of Oliver Street to the south of Brighton Street.	*The design shows what appears to be a kerb ramp or driveway layback on the eastern kerbline of Oliver Street as marked by the black arrow. However, the audit team were uncertain as to what this facility is. More clarity/ explanation is needed in the design.*  ***Left:*** *The audit team were uncertain as to what the facility is as marked by the red arrow. It appears to be a kerb ramp or driveway with layback. Image from previous version of the design.*	The ramp no longer exists in the new design. As such, this is no longer an issue in the new design.
P12	General – Impact of lane re-configurations on Oliver Street and Bennett Street.	*The design involves removal of the two on-road cycleways and reallocation of this width-space to shift the traffic lanes accordingly and to accommodate a two-way cycleway. The project team should be aware that as well as functioning as a bicycle facility, the bicycle lanes provide door-opening envelopes and clearance for parked cars. They also create a buffer between the moving traffic stream and the parked cars. Using the photo below, the cars parked on the kerbline are hard up against the dashed line of the cycleway. This dashed line is also the approximate edge of the shifted traffic lane under post-project conditions. As such, there would be substantially less width to open a car door. Any opened doors are likely to extend considerably into the adjacent traffic lane with corresponding risks of being impacted. Similarly, there is less buffer for drivers to access and alight from these parked vehicles.*  ***Left:*** *With the on-road bicycle lane removed, there will be considerably less offset between the parked cars and the adjacent traffic stream. This photo is looking northbound on Oliver Street to the north of Lawrence Street. However, the issue generally applies to the whole project.*	This issue will still persist in the new design and layout. There will no longer be a door-opening envelope provided in the new design/ layout due to the width required to accommodate the cycleway.

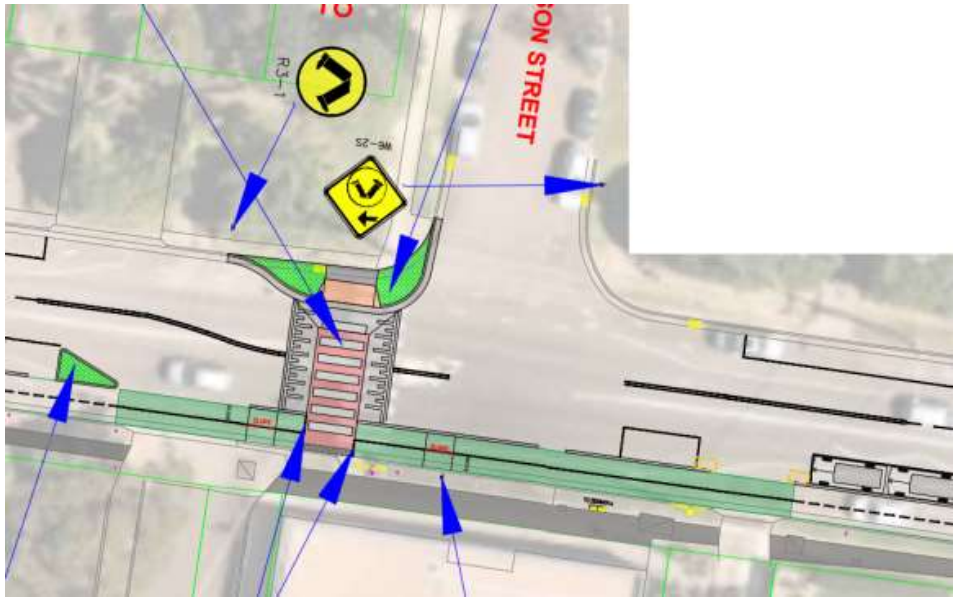
2 Safety audit findings

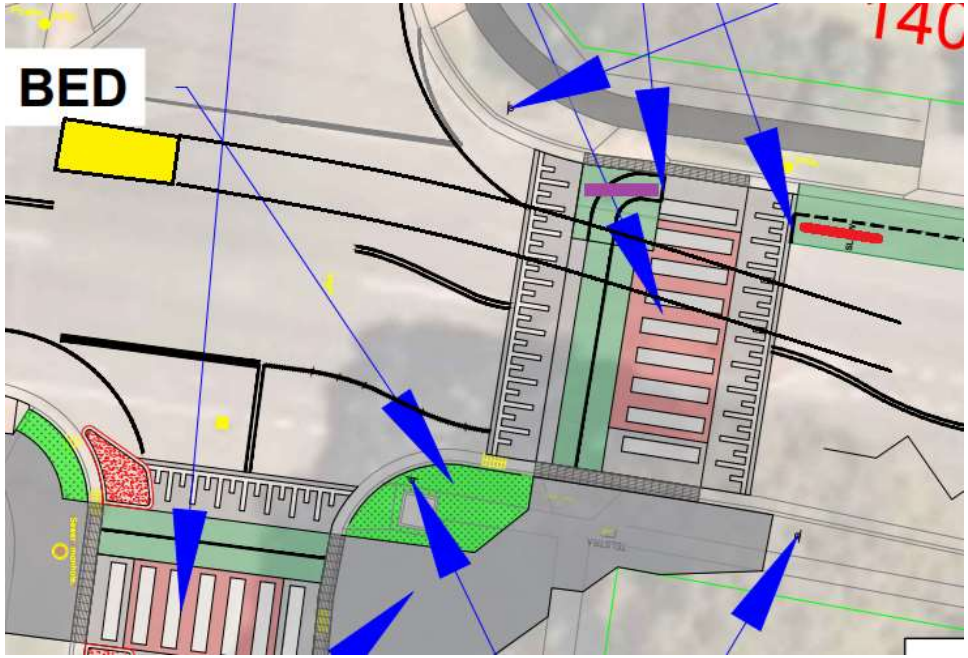
The road safety audit findings, associated with the review of the latest concept design, are documented in Table 3.

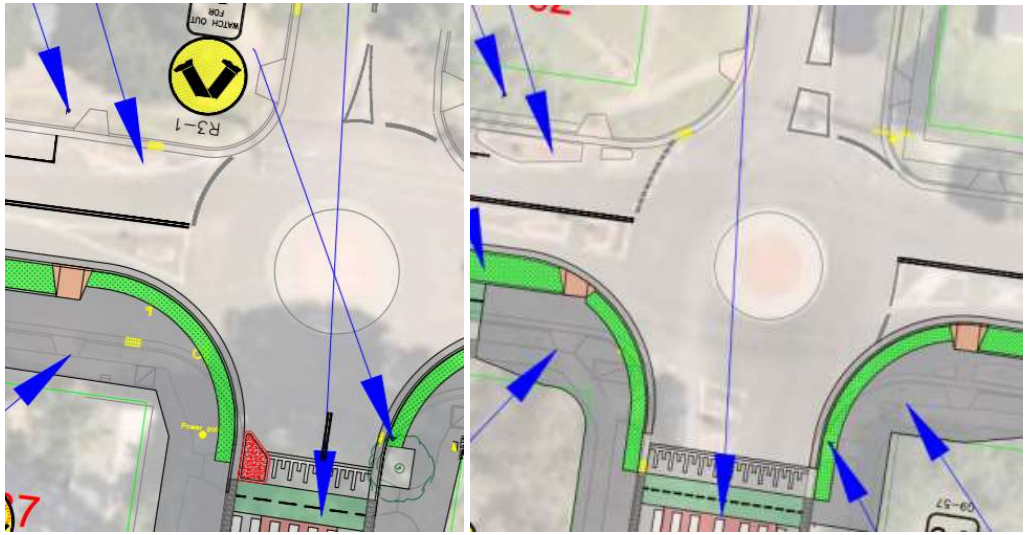
Table 3 Road safety audit findings – associated with the review of the latest concept design.

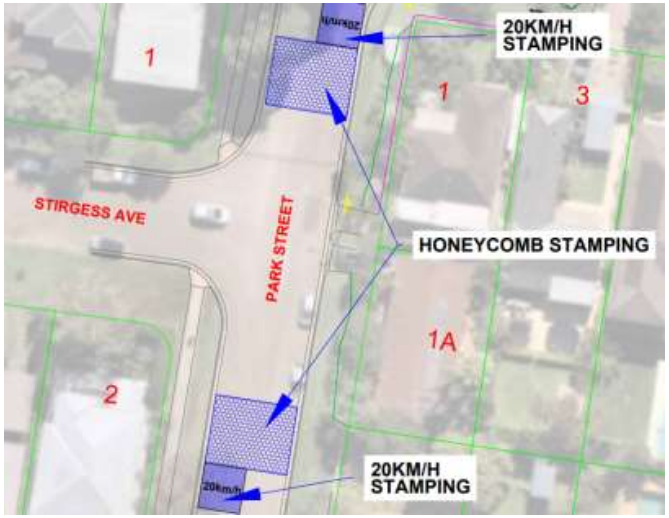
Ref	Location/ priority	Road safety audit finding – latest concept design	Priority
3.1a	General – Steering challenges and poor transitions in centreline alignment.	There are several locations throughout the project which will have poor centreline geometry and/or poor transitions in centreline either side of an intersection. Locations and safety risks are noted below as well as items 3.1b and 3.1c. The location in item 3.2 also includes similar issues. Location 1: Adams Street-Bennett Street connection. The centreline of Adams Street (T) and Bennett Street (S) do not line up with each other. Eastbound and westbound drivers would be required to make a steering adjustment midway through the intersection. The offset of the centrelines also means there would be a *head-on* crash risk for both travel directions. As a side note, in the image below, there is also a poor transition from the southern kerbline (as a left-hand boundary to the westbound travel lane) to the edgeline at V which separates the parking lane. There is no lateral shift or tapered edgeline used to guide this traffic.  ***Above:*** *The centreline of Adams Street (T) and Bennett Street (S) do not line up with each other.*	High

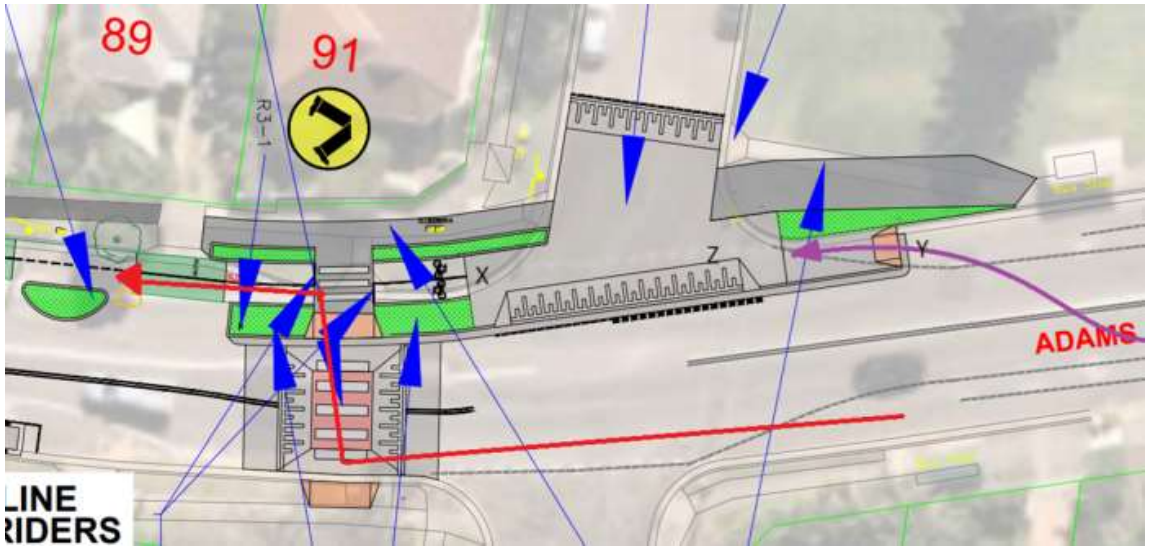
Ref	Location/ priority	Road safety audit finding – latest concept design	Priority
3.1b	General – Steering challenges and poor transitions in centreline alignment.	Continued from item 3.1a… Location 2: Oliver Street at Johnson Street. Description provided in the caption below.  ***Above:*** *The portion of the route at Johnson Street has a poor transition in centreline alignment. As shown, southbound drivers are required to shift to the left to manoeuvre around the median traffic island. By doing so, they would be exposed to impacts with parked cars (red rectangle and yellow collision star). From the shifted position, these vehicles are then required to shift back to the right to avoid the downstream parking lane. This presents risk of collisions with these parked cars (see orange collision star).*	High

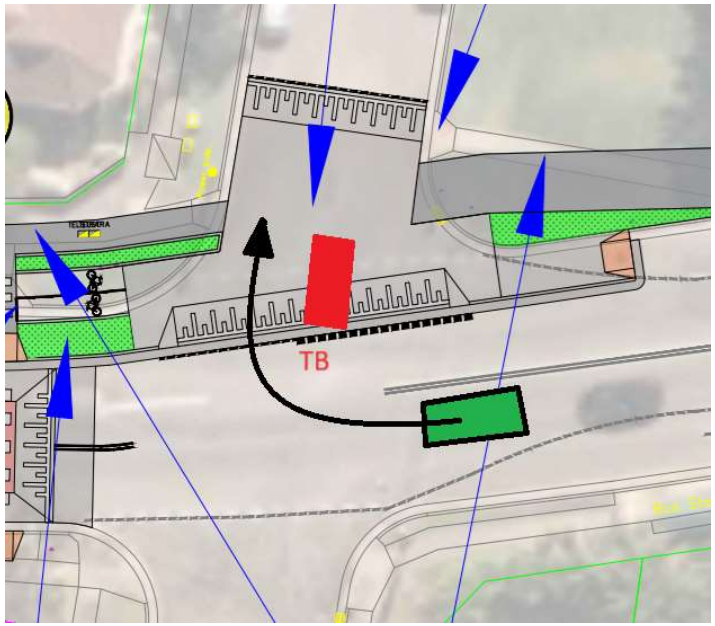
Ref	Location/ priority	Road safety audit finding – latest concept design	Priority
3.1c	General – Steering challenges and poor transitions in centreline alignment.	Continued from item 3.1b… Location 2: Oliver Street at Wilson Street. Description provided in the caption below.  ***Above:*** *There is also a mismatch in the centrelines of Oliver Street either side of the Wilson Street intersection. The shift in the centreline either side creates a head-on crash conflict between northbound and southbound vehicles. This is particularly if they rely on the centreline as a guide on the traffic lane alignment.*	High

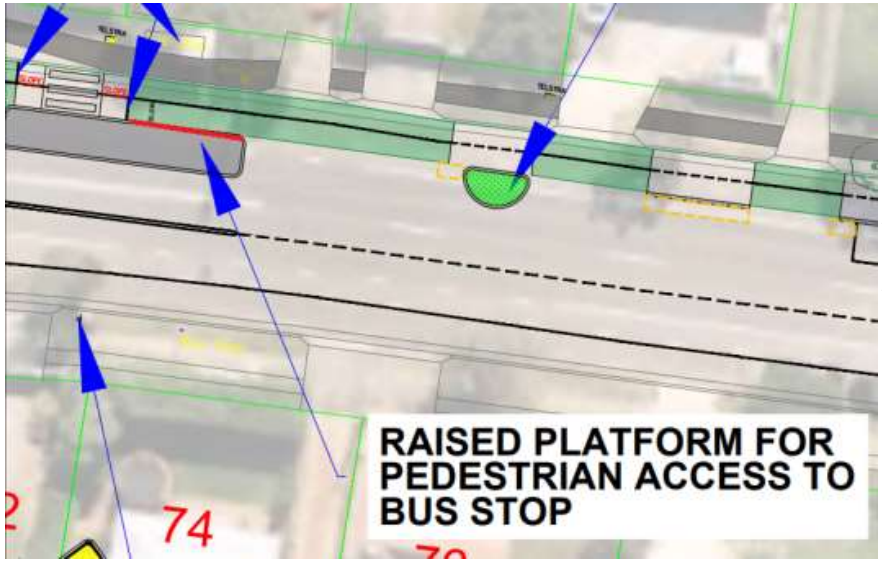
Ref	Location/ priority	Road safety audit finding – latest concept design	Priority
3.2	Oliver Street to the north of Brighton Street.	The portion of the proposed layout of Oliver Street to the north of Brighton Street is shown below. The bicycle crossing over Oliver Street forms a 90-degree angle with the cycleway running on the western side of Oliver Street. The northbound cyclists are required to give way to pedestrians on the adjacent crossing as indicated by the give way lines. However, as shown below, the queuing space for cyclists would be in road space with exposure to impacts by vehicle movements. An added risk factor is that northbound vehicles are required to shift to the right as per the centreline shifts. There is an over-reliance on the centreline to understand the change in alignment of the traffic lanes. If the driver fails to respond to the centreline, and "rounds-out" the lateral shift as shown below, this could increase the likelihood of a *vehicle-bicycle* collisions.  ***Above:*** *The queue (stack) point for northbound cyclists as shown by the purple rectangle puts these cyclists at risk of impacts by northbound road vehicles. This is especially due to the lateral shift required by northbound vehicles. Any vehicles that fail to respond to the centreline could be at increased risk of impacting cyclists.*	High

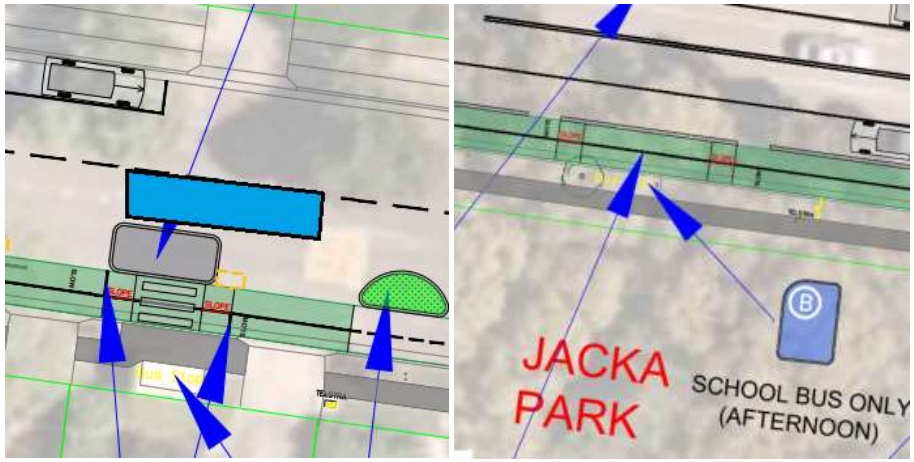
Ref	Location/ priority	Road safety audit finding – latest concept design	Priority
3.3	Oliver Street/ Soldiers Avenue and Oliver Street/ Wyndora Avenue roundabouts.	These roundabouts will have poor approach and departure geometry in the post-build conditions. As shown below, the replacement of the triangular splitter islands (pre-project conditions as visible in the aerial image underlay) with un-flared centrelines means that vehicles would tend to enter the roundabout perpendicularly, rather than on an acute angle. The acute angle entry typically used at roundabouts is a key safety benefit as it reduces the relative velocity difference between entering and circulating vehicles, and hence the impact force. The collisions tend to resemble "glancing blows" rather than 90-degree "T-bone" crashes. By converting these approach lines to perpendicular entries, higher angle collisions and hence higher severity crash outcomes would therefore be possible. The lack of acute angle entry also means there would be less speed-reduction effect when entering the roundabout. As such, higher speed collisions would also be possible. The removal of the splitter islands would also reduce safety for pedestrians. Under the pre-project conditions, these splitter islands would act as refuges for pedestrians and allow a two-stage crossing. Under post-project conditions, these pedestrians would need to complete the road crossing in one stage and would be required to detect and select coinciding gaps in both traffic directions. The design extracts below also indicate that there will not be any centreline at all in the eastern legs. This is a reduction in guidance for drivers, particularly those exiting the roundabout.  ***Above:*** *The roundabouts at Oliver Street/ Soldiers Avenue (left) and Oliver Street/ Wyndora Avenue (right) would have much poorer approach-departure geometry under post-project conditions.*	High

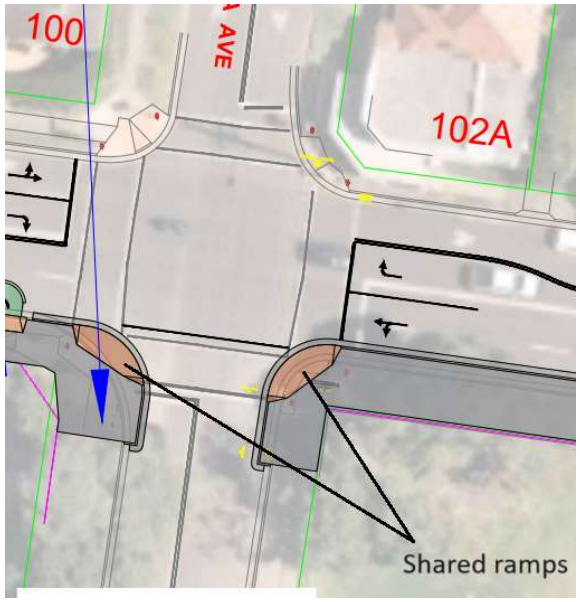
Ref	Location/ priority	Road safety audit finding – latest concept design	Priority
3.4	20km/h speed zone in Park Street.	The designated bicycle route will use Park Street to connect between the Oliver Street route and a pre-existing off-road path through John Fisher Park. The design indicates that a 20km/h speed zone will be introduced on Park Street, with a gateway style treatment either side of the Stirgess Avenue intersection as shown below. The following issues are raised: ▪ 20km/h speed zones are quite uncommon and hence may lack legibility. A more common treatment for shared spaces is to use a 10km/h speed zone and use accompanying shared zone signs and local area traffic management (LATM – speed calming) measures. The 20km/h value may not be readily recognised as a shared space designation and drivers may lack awareness of the increased presence of cyclists and pedestrians. ▪ The gateway style treatments shown below give a false impression that the 20km/h zone is only for the short section of Park Street extending either side of Stirgess Avenue. By contrast, the more appropriate southern boundary of this shared zone should be at the Oliver Street intersection where a continuous footpath treatment is proposed. The northern boundary should be where the off-path route commences.  ***Left:*** *The design proposes a 20km/h speed zone in Park Street, despite this being somewhat uncommon.*	Medium

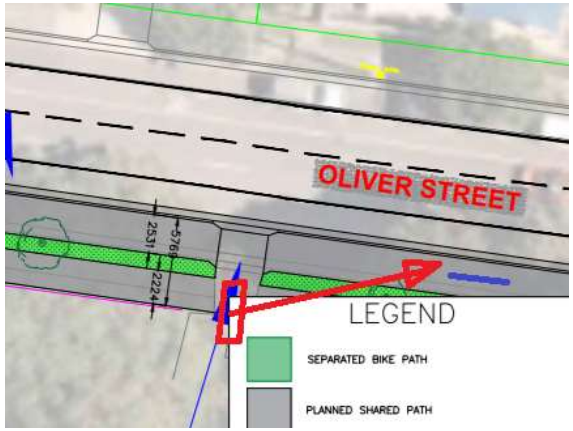
Ref	Location/ priority	Road safety audit finding – latest concept design	Priority
3.5	Westbound bicycle access to the cycleway on Adams Street, to the east of Park Street.	The two-way cycleway on Bennett Street commences to the west of Park Street as shown below. This allows southbound cyclists on Park Street to access the westbound bicycle lane and continue westbound/ southbound along this route. However, there is no convenient means for westbound cyclists on Adams Street to access the two-way cycleway. The purple arrow path shown below would not be a safe method of entry as it involves an uncontrolled crossing of Adams Street and a "wrong-way" movement across the eastbound traffic lane. Most westbound cyclists would use the red route instead. However, there is no bicycle crossing proposed. As such, the project team should consider adding a bicycle crossing to this wombat crossing. Another issue at this tie-in location is the safety of eastbound cyclists moving from the two-way cycleway at X to the on-road shoulder at Y. This path could result in cyclists tracking close to the threshold ramp at Z with risks of toppling.  ***Above:*** *Extract of the design showing the tie-in arrangement of the Bennett Street two-way cycleway and on-road cycling on Adams Street.*	Medium

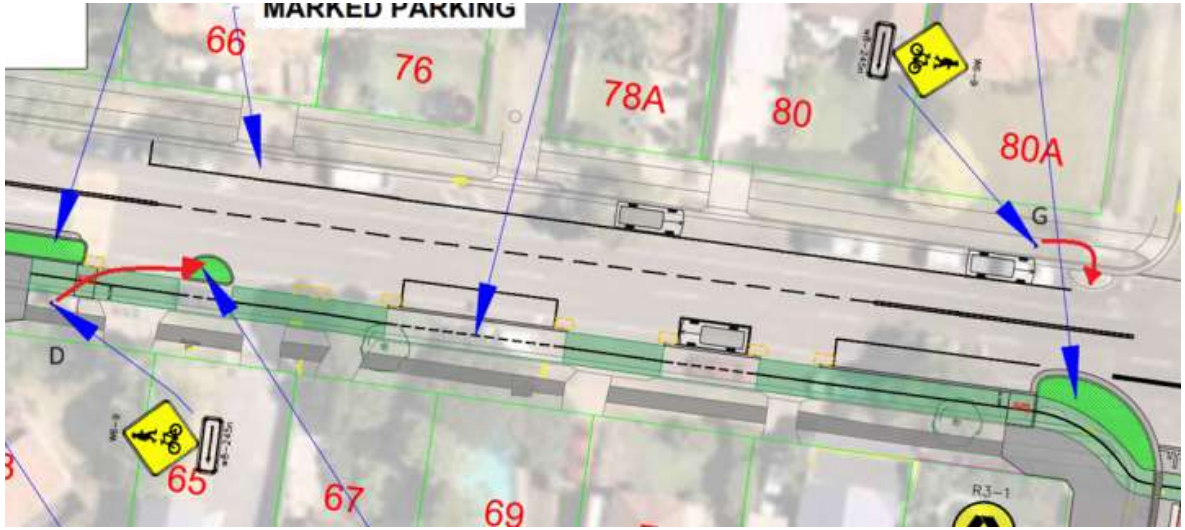
Ref	Location/ priority	Road safety audit finding – latest concept design	Priority
3.6	Layout of the continuous footpath treatment over the Park Street leg.	The image below shows the continuous footpath treatment over the Park Street leg. The following issues are noted: ▪ The TB (give way) line may be difficult to see by southbound drivers since it will be at the base of the threshold ramp. That is, the line may be obscured by the vertical profile of the threshold ramp. ▪ Even if the TB line is visible, it may be diluted by the piano key markings of the threshold ramp. ▪ The spatial extent of the TB line suggests that the centre of Park Street is somewhat offset to the west. Southbound vehicles may stack as shown by the red rectangle below. If so, this would significantly reduce the residual width available for inbound vehicles to access Park Street. For example, if a westbound right-turner arrived at this point in time, they would have very little residual space to manoeuvre around the red vehicle. This could result in nuisance impacts with the red vehicle or encroachment outside the roadway.  ***Left:*** *The TB line suggests that outbound vehicles are allowed to stack as far to the west/ left as shown by the red vehicle.*	Medium

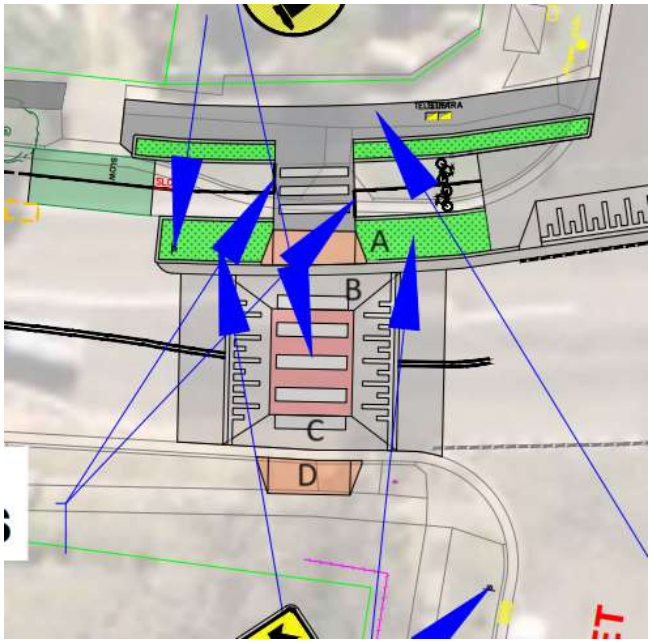
Ref	Location/ priority	Road safety audit finding – latest concept design	Priority
3.7	Bus stop island on northern side of Bennett Street at property #67.	A bus stop island is proposed between the cycleway and the road traffic lanes as shown below. This will result in pedestrians moving to and from the island, as well as pedestrians waiting on the island for buses to arrive. With regards to pedestrians waiting on the island, many of these would have their back to the cycleway and may lack awareness of cyclists approaching from either direction. In these respects, the project team should consider using a fence along the red line to protect these awaiting passengers and to keep them out of the cycleway.  ***Left:*** *The bus stop island at property #67 Bennett Street would result in pedestrians waiting on the island. These pedestrians would tend to have their back to the cycleway.*	Medium

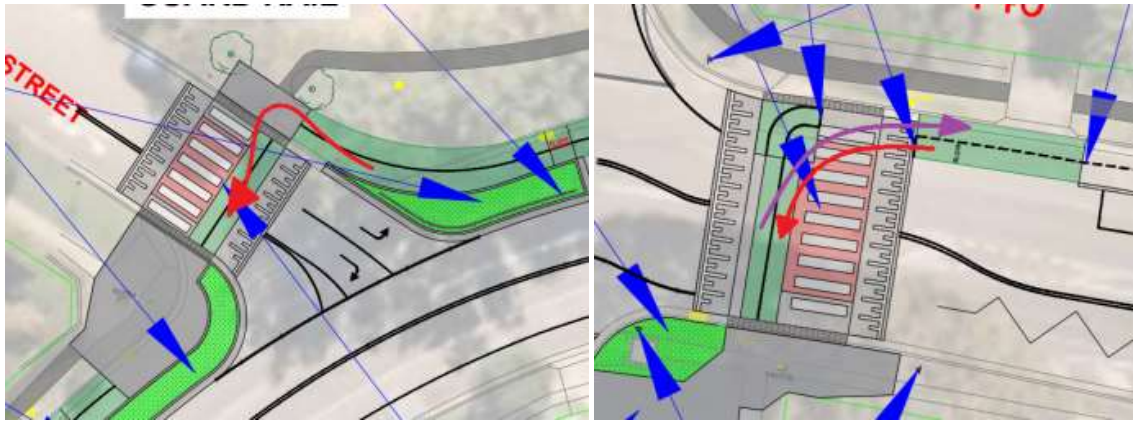
Ref	Location/ priority	Road safety audit finding – latest concept design	Priority
3.8	Bus stop islands at the following locations: (i) On the eastern side of Oliver Street to the south of Brighton Street, and (ii) On the eastern side of Oliver Street at Jacka Park.	The left-hand image shows the proposed bus stop island on the eastern side of Oliver Street to the south of Brighton Street. Since the island is short, it is unlikely that both front and back doors of the bus will be able to access the raised island. Passengers that egress from the back door are unlikely to be able to access the island. As such, they would be dropped at road level with increased risk of tripping when alighting. Also, by being dropped at road level, they would also be more exposed to impacts by trailing vehicles. The right-hand image shows the proposed bus stop outside Jacka Park. Whilst it is labelled as a school bus stop for the afternoon, it would still require passengers to board from the cycleway. This increases the risk of *bicycle-pedestrian* collisions. The added risk factor is that these would be child-pedestrians and not always vigilant in a road traffic environment.  ***Left:*** *If a bus stops at the southbound bus stop to the south of Brighton Street, it is unlikely to have both front door and back door access to the traffic island. As shown, any passengers unloading from the rear door would be dropped at road level.* ***Right:*** *The school bus stop outside Jacka Park would require school passengers to load from the cycleway.*	Medium

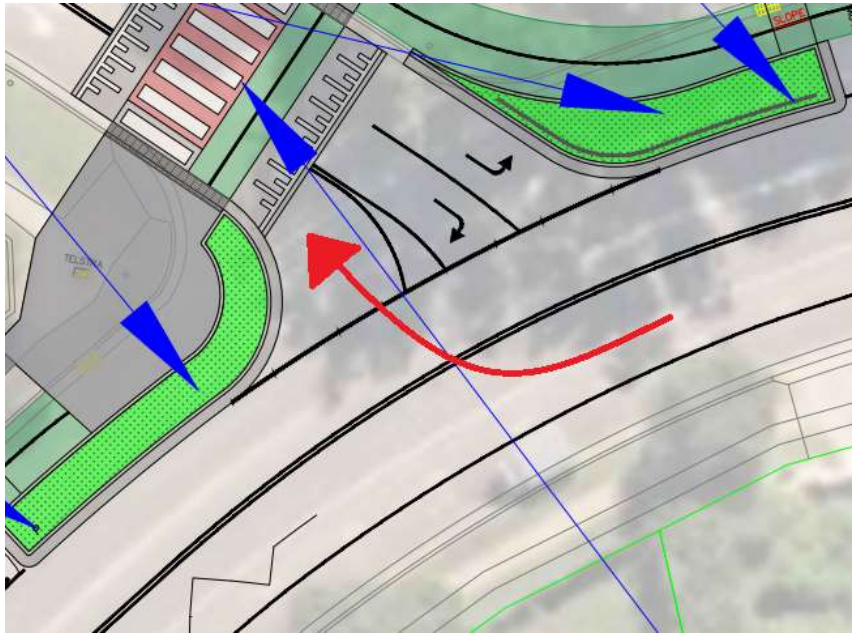
Ref	Location/ priority	Road safety audit finding – latest concept design	Priority
3.9	Kerb ramps on the north-eastern and south-eastern corner of the Ollver Street/ Wyadra Avenue intersection.	The design indicates that the shared path kerb ramps on the north-eastern and south-eastern kerb returns of this intersection will be combined ramps. That is, the north-eastern ramp will serve both the northern leg crossing and the eastern leg crossing. The south-eastern ramp will serve both the eastern leg crossing and the southern leg crossing. This will have the following safety implications: ▪ Drivers making left-turns from the northern to the eastern leg, and from the eastern to the southern legs may "cut the corner" and track over the kerb ramp. This would increase the risk of *vehicle-pedestrian* crashes. It may also increase the risk of vehicle collisions with roadside infrastructure such as traffic signal posts. ▪ It is unlikely that the ramps will have a slope-direction that will satisfy both crossing directions. Vision-impaired pedestrians are highly dependent on the slope-direction of the ramp to interpret the direction of the crossing. Since part of the ramp will slope into the control area of the intersection, this could result in pedestrians straying into this space with risks of being impacted by road vehicles. ▪ The slope direction of the ramp is also important for pedestrians with wheeled devices (wheelchairs and prams). If these pedestrians use the central part of the ramp, they may roll towards the control area of the intersection with unnecessary exposure to conflicts by road vehicles.  ***Left:*** *The design proposes combined ramps on the north-eastern and south-eastern kerb returns of this intersection.*	Medium

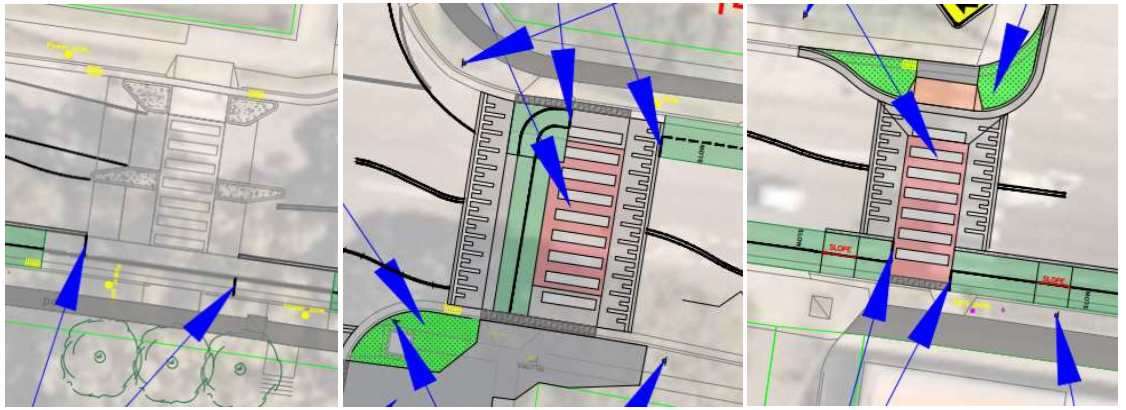
Ref	Location/ priority	Road safety audit finding – latest concept design	Priority
3.10	Outbound drivers from Harbord Primary School.	To retain the access to/from Harbord Primary School, the existing driveway will be extended across the shared path. The footpath and bicycle portions of the driveway are to be separated by a landscaped strip. This includes trees. The outbound driver's visibility to the north and south could be obscured by the proposed trees. This includes the sight lines to cyclists. An example is shown below where an outbound driver's sightline to a southbound pedestrian could be obscured. The reduced sightline could result in vehicle-bicycle crashes. In particular, northbound cyclists would be on a downhill grade and could emerge into the conflict space much quicker than expected. This could exacerbate the risk of collisions.  ***Left:*** *The outbound driver's (from Harbord Primary School) view to cyclists could be obscured by trees in the proposed landscaped strip. This could result in vehicle-bicycle collisions.*	Medium

Ref	Location/ priority	Road safety audit finding – latest concept design	Priority
3.11	General – Shared path crossing warning signs.	There are combined pedestrian-bicycle crossings proposed in Soldiers Avenue, Wyndora Avenue, Wyuna Avenue, Brighton Street, and Bennett Street side roads legs stemming off the main route. W6-9 SHARED PATH + W8-245 ARROW signage combinations are proposed along the main route for many of these side road crossings. These signs are intended to be advanced warning signs to road vehicles/ drivers to reduce the risk of impacting pedestrians/ cyclists when turning into these side roads. However, in several cases, these signs are not ideally placed. In particular, signs in advance of Wyuna Avenue, Wyndora Avenue, and Soldiers Avenue sites are too far offset from the traffic lane. An example is provided below. The signage combination at D is intended for southbound drivers on Oliver Street in advance of Wyndora Avenue. As shown, the sign is placed on the verge area on the outside of the cycleway and hence would have a large offset from southbound traffic. This sign would have been more ideally placed on the blister island outside property #65 (see red arrow). Similarly, the sign at G is intended for northbound drivers on Oliver Street in approach to Wyuna Avenue. This sign is also positioned on the outside of the parking lane and would have been more ideally placed on the blister island. These alternative locations would make the signs more visually prominent to drivers and less likely to be obscured by cyclists and parked cars. Although two examples are discussed, all other signs should be checked in these respects.  ***Above:*** *Extract from the design showing the advanced signage assemblies proposed for the Wyndora Avenue and Wyuna Avenue crossings.*	Medium

Ref	Location/ priority	Road safety audit finding – latest concept design	Priority
3.12	Wombat crossing over Bennett Street to the west of Park Street.	The image below shows the proposed wombat crossing over Bennett Street to the west of Park Street. This consists of a raised threshold which appears to ramp/ taper down to kerb level at points B and C. There are also kerb ramps proposed at points A and D. This means that pedestrians would need to cross four ramps when using this crossing. This is an excessive and unnecessary number of trip hazards for pedestrians. This includes the challenge of ascending and descending ramps by mobility-affected pedestrians and those with wheeled devices. The project team should consider making this crossing flush level with the kerbline and using gutter-bridges for drainage along the kerblines.  ***Left:*** *The design indicates that kerb ramps (A and D) will be used to provide access from footpath to road level, only for there to be side ramps to the raised threshold at points B and C.*	Low

Ref	Location/ priority	Road safety audit finding – latest concept design	Priority
3.13	Bicycle crossings – (i) over Bennett Street West, to the west of Oliver Street, and (ii) over Oliver Street to the west of Brighton Street.	The cycleway connection from the northern side of Bennett Street East to the crossing over Bennett Street West is shown in the left-hand image. This involves a hard 90-degree turn. Eastbound cyclists will have to make a 90-degree right-hand turn and westbound cyclists will have to make a 90-degree left-hand turn. It is very unlikely that these cyclists will keep to their respective lanes. Without any significant realignment of the cycleway, these 90-degree turns will be unavoidable. It should be noted that the centreline marking in the cycleway and crossing will merely be a "guide". Most cyclists (especially those that continue riding and do not dismount) will "cut the corner" or take a wide turning path (as shown by the red arrow). Similarly, the combined pedestrian-bicycle crossing over Oliver Street to the east of Brighton Street (right-hand image), will also result in corner-cutting movements as shown by the purple and red arrows. As such, these centreline markings are also merely a "guide". With both cases, the encroachment into the adjacent pedestrian crossing area could threaten the safety of pedestrians.  ***Left:*** *The hard 90-degree turn from the Bennett Street East cycleway to the Bennett Street West crossing will most likely result in cyclists taking a wide turning path as shown.* ***Right:*** *The 90-degree turn at this crossing on Oliver Street (east of Brighton Street) will also result in corner-cutting behaviour as shown.*	Low

Ref	Location/ priority	Road safety audit finding – latest concept design	Priority
3.14	Centreline marking on Bennett Street West to the west of Oliver Street.	The centreline marking on Bennett Street West consists of a wedge as shown below. This gives a false impression that Bennett Street West only accepts left-turn movements from Oliver Street, not right-turns (with respects to inbound movements). Under existing conditions, the westbound right-turn as per the red arrow is allowed. As such, the wedge-shaped centreline could give a misleading impression regarding which movements are allowed. Even if the driver understands that they can turn right into Bennett Street West, the frequent tyre tracking over the flared centreline would accelerate the wear and tear of the centreline.  ***Above:*** *The wedge-shaped centreline markings on the Bennett Street West leg to its intersection with Oliver Street could give a misleading impression regarding allowable movements into this side road.*	Low

Ref	Location/ priority	Road safety audit finding – latest concept design	Priority
3.15	Pedestrian crossing over Oliver Street near Johnson Street.	There is an existing wombat crossing over Oliver Street to the south of Johnson Street as shown in feint grey in the left-hand image. The cycleway will pass along the eastern side of this crossing and give way hold lines are proposed for northbound and southbound cyclists. This implies that pedestrians on the crossing will have priority. However, a point of inconsistency is that the zebra stripings of this crossing will not continue over the cycleway path (ie. these should be extended). As a comparison, the middle image is the proposed wombat crossing over Oliver Street to the north of Brighton Street, and the right-hand image is the proposed wombat crossing over Oliver Street to the west of Wilson Street. In both cases, the zebra stripings will pass over the cycleway making it clear that cyclists on the cycleway need to give way to pedestrians.  ***Left:*** *The existing and retained wombat crossing over Oliver Street to the south of Johnson Street.* ***Middle:*** *The proposed wombat crossing over Oliver Street to the north of Brighton Street.* ***Right:*** *The proposed wombat crossing over Oliver Street to the south of Wilson Street.*	Low

3 Concluding statement

DC Traffic Engineering has undertaken a *concept design* road safety audit of this project in accordance with the methodology outlined in Section 1 of this report.

Issues identified have been noted in this report for the Project Manager to review, assess, and where appropriate, make the necessary recommendations to improve safety.



Damien Chee
Audit Team Leader
DC Traffic Engineering Pty Ltd

Appendix A

Road Safety Audit Checklist

Issue	Comment
2.1 General topics	
1 Changes since previous audit ▪ Do the conditions for which the scheme was originally designed still apply? (eg. no changes to the surrounding network, area activities or traffic mix) ▪ Has the general form of the project design remained unchanged since previous audit (if any)?	The previous road safety audit findings were reviewed in Table 2.
2 Drainage ▪ Will the scheme drain adequately? ▪ Has the possibility of surface flooding been adequately addressed, including overflow from surrounding or intersecting drains and water courses?	Drainage plans not provided.
3 Climatic conditions ▪ Has consideration been given to weather records or local experience which may indicate a particular problem? (eg. snow, ice, wind, fog).	Yes.
4 Landscaping ▪ If any landscaping proposals are available, are they compatible with safety requirements (eg. sight lines and hazards in clear zones)?	Sight-obscuring vegetation noted.
5 Services ▪ Does the design adequately deal with buried and overhead services (especially in regard to overhead clearances, etc)? ▪ Has the location of fixed objects or furniture associated with services been checked, including the position of poles?	Yes.
6 Access to property and developments ▪ Can all accesses be used safely? (entry and exit/merging). ▪ Is the design free of any downstream or upstream effects from accesses, particularly near intersections? ▪ Have rest areas and truck parking accesses been checked for adequate sight distance, etc.?	Obstructed sight line for outbound vehicles from Harbord Primary School to the shared path.
7 Adjacent developments ▪ Does the design handle accesses to major adjacent generators of traffic and developments safely? ▪ Is the drivers' perception of the road ahead free of misleading effects of any lighting or traffic signals on an adjacent road?	Yes.
8 Emergency vehicles and access ▪ Has provision been made for safe access and movements by emergency vehicles? ▪ Does the design and positioning of medians and vehicle barriers allow emergency vehicles to stop & turn without unnecessarily disrupting traffic?	Yes.

Issue	Comment
9 Future widening and/or realignments ▪ If the scheme is only a stage towards a wider or dual carriageway is the design adequate to impart this message to drivers? (Is the reliance on signs minimal/appropriate, rather than excessive?) ▪ Is the transition between single and dual carriageway (either way) handled safely?	Unknown.
10 Staging of the scheme ▪ If the scheme is to be staged or constructed at different times: ▪ Are the construction plans and program arranged to ensure maximum safety? ▪ Do the construction plans and program include specific safety measures, signing; adequate transitional geometry; etc. for any temporary arrangements?	Unknown.
11 Staging of the works ▪ If the construction is to be split into several contracts, are they arranged safely?	Unknown.
12 Maintenance ▪ Can maintenance vehicles be safely located?	Yes.
2.2 Design issues (general)	
1 Design standards ▪ Is the design speed and speed limit appropriate (eg. consider the terrain; function of the road)? ▪ Has the appropriate design vehicle and check vehicle been used?	Yes.
2 Typical cross sections ▪ Are lane widths, shoulders, medians and other cross section features adequate for the function of the road? ▪ Is the width of traffic lanes and carriageway suitable in relation to: • ▪ Alignment? ▪ Traffic volume? ▪ Vehicle dimensions? ▪ The speed environment? ▪ Combinations of speed and traffic volume? ▪ Are overtaking/climbing lanes provided if needed? ▪ Have adequate clear zones been achieved?	Yes. However, new design loses door-opening clearance for parked vehicles.

Issue	Comment
3 The effect of cross sectional variation ▪ Is the design free of undesirable variations in cross section design? ▪ Are crossfalls safe? (particularly where sections of existing highway have been utilised or there have been compromises to accommodate accesses, etc.) ▪ Does the cross section avoid unsafe compromises such as narrowings at bridge approaches or past physical features?	Cross sections not provided. Loss of door-opening clearance for parked cars.
4 Roadway layout ▪ Are all traffic management features designed so as to avoid creating unsafe conditions? ▪ Is the layout of road markings and reflective materials able to deal satisfactorily with changes in alignment? (particularly where the alignment may be substandard.)	Issues raised.
5 Shoulders and edge treatment ▪ Are the following safety aspects of shoulder provision satisfactory: ▪ Provision of sealed or unsealed shoulders? ▪ Width and treatment on embankments? ▪ Cross fall of shoulders? ▪ Are the shoulders likely to be safe if used by slow moving vehicles or cyclists? ▪ Are any rest areas and truck parking areas safely designed?	Cross sections not provided.
6 Effect of departures from standards or guidelines ▪ Any approved departures from standards or guidelines: is safety maintained? ▪ Any hitherto undetected departures from standards: is safety maintained?	No known departures from guidelines/ standards.
2.3 Alignment details	
1 Geometry of horizontal and vertical alignment ▪ Does the horizontal and vertical design fit together correctly? ▪ Is the design free of visual cues that would cause a driver to misread the road characteristics (eg. visual illusions, subliminal delineation such as lines of trees, poles, etc.)? ▪ Does the alignment provide for speed consistency?	Poor centreline geometry noted.

Issue	Comment

2 Visibility; sight distance
▪ Are horizontal and vertical alignments consistent with the visibility requirements?
▪ Will the design be free of sight line obstructions due to:
  ▪ Safety fences or barriers?
  ▪ Boundary fences?
  ▪ Street furniture?
  ▪ Parking facilities?
  ▪ Signs?
  ▪ Landscaping?
  ▪ Bridge abutments?
  ▪ Parked vehicles in laybys or at the kerb?
  ▪ Queued traffic?
▪ Are railway crossings, bridges and other hazards all conspicuous?
▪ Is the design free of any other local features which may affect visibility?
	Sight line issues noted.

3 New/existing road interface ▪ Does the interface occur well away from any hazard? (eg. a crest, a bend, a roadside hazard or where poor visibility/distractions may occur.) ▪ If carriageway standards differ, is the change effected safely? ▪ Is the transition where the road environment changes (eg. urban to rural; restricted to unrestricted; lit to unlit) Is it done safely? ▪ Has the need for advance warning been considered?	Lack of provisions for westbound cyclists on Adams Street to join the scheme.
4 'Readability' of the alignment by drivers ▪ Will the general layout, function and broad features be recognised by drivers in sufficient time? ▪ Will approach speeds be suitable and can drivers correctly track through the scheme?	Poor centreline geometry noted.
2.4 Intersections	

Issue	Comment
1 Visibility to and visibility at intersections ▪ Are horizontal and vertical alignments at the intersection or on the approaches to the intersection consistent with the visibility requirements? ▪ Will drivers be aware of the presence of the intersection (especially on the minor road approach)? ▪ Will the design be free of sight line obstructions due to: ▪ Safety fences or barriers? ▪ Boundary fences? ▪ Street furniture? ▪ Parking facilities? ▪ Signs? ▪ Landscaping? ▪ Bridge abutments? ▪ Are railway crossings, bridges and other hazards near intersections conspicuous? ▪ Will the design be free of any local features which adversely affect visibility? ▪ Will intersection sight lines be obstructed by permanent or temporary features such as parked vehicles in laybys, or by parked or queued traffic generally?	Yes.
2 Layout, including the appropriateness of type ▪ Is the type of intersection selected (cross roads, T, roundabout, signalised, etc.) appropriate for the function of the two roads? ▪ Are the proposed controls (Give Way, Stop, Signals, etc.) appropriate for the particular intersection? ▪ Are junction sizes appropriate for all vehicle movements? ▪ Are the intersections free of any unusual features which could affect road safety? ▪ Are the lane widths and swept paths adequate for all vehicles? ▪ Is the design free of any upstream or downstream geometric features which could affect safety? (eg. merging of lanes.) ▪ Are the approach speeds consistent with the intersection design? ▪ Where a roundabout is proposed: ▪ Have pedal cycle movements been considered? ▪ Have pedestrian movements been considered? ▪ Are details regarding the circulating carriageway sufficient?	Issues noted such as lack of passing clearance at intersections. Poor centreline geometry noted. Lack of deflection in approach to and departure from roundabouts.

Issue	Comment
3 Readability by drivers ▪ Will the general type, function and broad features be perceived correctly by drivers? ▪ Are the approach speeds and likely positions of vehicles as they track through the scheme safe? ▪ Is the design free of sunrise or sunset problems which may create a hazard for motorists?	Yes.
2.5 Special road users	
1 Adjacent land ▪ Will the scheme be free of adverse effects from adjacent activity and intensity of land use? (If not, what special measures are needed?	Yes.
2 Pedestrians ▪ Have pedestrian needs been satisfactorily considered? ▪ If footpaths are not specifically provided, is the road layout safe for use by pedestrians (particularly at blind corners or on bridges)? ▪ Are pedestrian subways or footbridges sited to provide maximum use? (i.e. Is the possibility of pedestrians crossing at grade in their vicinity minimised?) ▪ Has specific provision been made for pedestrian crossings, school crossings or pedestrian signals? ▪ Where present, are these facilities sited to provide maximum use with safety? ▪ Are pedestrian refuges/kerb extensions provided where needed? ▪ Has specific consideration been given to provision required for special groups (eg. young, elderly, disabled, deaf or blind)?	As this is a bicycle-pedestrian project, many issues were associated with pedestrian safety.
3 Cyclists ▪ Have the needs of cyclists been satisfactorily considered, especially at intersections? ▪ Have cycle lanes been considered? ▪ Are all cycleways of standard or adequate design? ▪ Where a need for shared pedestrian/cycle facilities exists, have they been safely treated? ▪ Where cycleways terminate at intersections or adjacent to the carriageway, has the transition treatment been handled safely? ▪ Have any needs for special cycle facilities been satisfactorily considered? (eg. cycle signals)	As this is a bicycle-pedestrian project, most of the issues were associated with pedestrian safety.

Issue	Comment
4 Motorcyclists ▪ Has the location of devices or objects which might destabilise a motorcycle been avoided on the road surface? ▪ Will warning or delineation be adequate for motorcyclists? ▪ Has barrier kerb been avoided in high speed areas? ▪ In areas more likely to have motorcycles run off the road is the roadside forgiving or safely shielded?	Yes.
5 Equestrians and stock ▪ Have the needs of equestrians been considered, including the use of verges or shoulders and rules regarding the use of the carriageway? ▪ Can underpass facilities be used by equestrians/stock?	NA.
6 Freight ▪ Have the needs of truck drivers been considered, including turning radii and lane widths?	Captured by issues affecting all road vehicles.
7 Public transport ▪ Has public transport been catered for? ▪ Have the needs of public transport users been considered? ▪ Have the manoeuvring needs of public transport vehicles been considered? ▪ Are bus stops well positioned for safety?	*Bicycle-pedestrian* crash conflicts noted.
8 Road maintenance vehicles ▪ Has provision been made for road maintenance vehicles to be used safely at the site?	Yes.
2.6 Signs and lighting	
1 Lighting ▪ Is this project to be lit? Will safety be maintained if the project is not lit? ▪ Is the design free of features which make illuminating sections of the road difficult (eg. Shadow from trees or overbridges)? ▪ Has the question of siting of lighting poles been considered as part of the general concept of the scheme? ▪ Are frangible or slip-base poles to be provided? ▪ Are any special needs created by ambient lighting? Will safety be maintained if special treatments are not provided? ▪ Have the safety consequences of vehicles striking lighting poles (of any type) been considered?	Assumed to be similar to existing.

Issue	Comment
2 Signs ▪ Are signs appropriate for their location? ▪ Are signs located where they can be seen and read in adequate time? ▪ Will signs be readily understood? ▪ Are signs located so that visibility to and from accesses and intersecting roads is maintained? ▪ Are signs appropriate to the driver's needs (eg. destination signs, advisory speed signs, etc.)? ▪ Have the safety consequences of vehicles striking sign posts been considered? ▪ Are signs located so that drivers' sight distance is maintained? ▪ Any signs to be located in the clear zone: are they frangible or adequately shielded by a crash barrier?	Signage issues noted. However, this design was not a comprehensive signage plan.
3 Marking and delineation ▪ Has the appropriate standard of delineation and marking been adopted? ▪ Are the proposed markings consistent with the works in the adjoining section of the route? ▪ Are the previous/adjacent markings to be upgraded? If not, will safety be maintained?	Poor centreline geometry.
2.7 Traffic management	
1 Traffic flow and access restrictions ▪ Can traffic volumes from the proposed scheme be safely accommodated on existing sections of road? ▪ Has parking provision and parking control been adequately considered? ▪ Can any turn bans be implemented without causing problems at adjacent intersections? ▪ Has the effect of access to future developments been considered? ▪ Any traffic diverting to other roads (eg. to avoid a traffic control device): is safety maintained?	Less offset between traffic lanes and parking lanes noted.

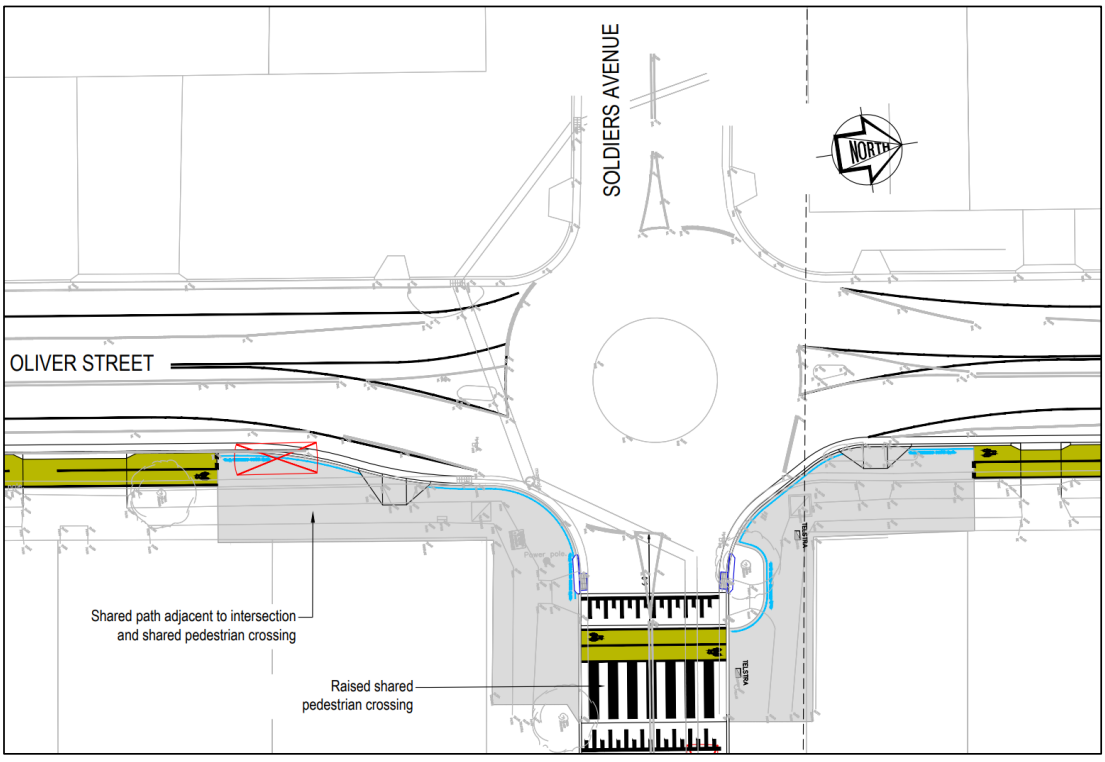
Issue	Comment
2 Overtaking and merges ▪ Is overtaking sight distance and stopping distance adequate? ▪ Have suitable shoulder widths been provided at lane drop merges? ▪ Have standard signs and markings been provided for any lane drop? ▪ Has adequate sight distance been provided to any lane drop? ▪ Are shoulders wide enough opposite access points and intersections?	Yes.
3 Rest areas and stopping zones Are there sufficient roadside stopping areas, rest areas and truck parking areas? Are any entries and exits to rest areas or truck parking areas safe?	NA.
4 Construction and operation ▪ If the scheme is to be constructed "under traffic", can this be done so safely? ▪ Can the scheme be safely constructed? ▪ Have the maintenance requirements been adequately considered? ▪ Is safe access to and from the works available?	Road occupancy required.
2.8 Additional questions to be considered for development proposals	Questions omitted. This is not a development proposal.
2.9 Any other matter	
1 Safety aspects not already covered ▪ Will there be special events? Have any consequent unusual or hazardous conditions been considered? ▪ Is the road able to safely handle oversize vehicles, or large vehicles like trucks, buses, emergency vehicles, road maintenance vehicles? ▪ If required, can the road be closed for special events in a safe manner? ▪ If applicable, are special requirements of scenic or tourist routes satisfied?	No.

TRAFFIC ENGINEERING

Northern Beaches Council

Oliver Street-Bennett Street-Park Street bicycle route, Freshwater

Concept design road safety audit



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Northern Beaches Council

Oliver Street-Bennett Street-Park Street bicycle route, Freshwater

Concept design road safety audit

Authors Damien Chee

Report No NBC-PROJ-0008-01 CD RSA OLIVER-BENNETT REV 1

Date 2/7/2022

This report has been prepared for Northern Beaches Council.

TRAFFIC ENGINEERING

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Appendices

Appendix A
Road Safety Audit Checklist

1 Introduction

1.1 Project and audit details

Details of the audit have been summarised in Table 1.

Table 1 Details of the road safety audit.

Audited project	Proposed bicycle route along Oliver Street-Bennett Street-Park Street between Lawrence Street and John Fisher Park (Curl Curl).
Client/ contact	Michell Carter Strategic Transport Coordinator Northern Beaches Council Ph: 0434 073 289 E: Michelle.Carter@northernbeaches.nsw.gov.au
Audit type	*Concept design* road safety audit.
Purpose	A *concept design* road safety audit was required so that safety issues could be considered and addressed in the refinement of the design.
Background	Northern Beaches Council has received funding from Transport for NSW (TfNSW) through the Federal Stimulus School Zone program to construct: ▪ Two-way dedicated cycleway/shared path in Oliver Street-Bennett Street, Freshwater between Lawrence Street and Park Street. ▪ A 10km shared zone in Park Street, Freshwater with stamped asphalt. Council requested an independent road safety audit to be carried out on the draft concept design. This report details the processes and findings associated with this *concept design* road safety audit.
Scope of project/ audit	As a *concept design* road safety audit, the following plans from project package 3321 were issued to the audit team and considered to be the auditable materials and scope: ▪ 100.01 ▪ 100.02 ▪ 100.04 to 10.12 ▪ Typical cross section sheet 1. All plans were marked as revision A. As a *concept design* stage road safety audit, the primary focus of the audit was on the higher-level planning issues such as the route alignment and choice, method of traffic control and pedestrian-bicycle crossings over each road, the choice of facility/ amenity (footpath, shared path, bicycle only path etc), and the suitability of the designed route to the likely bicycle user groups that are likely to use these facilities. The more detailed aspects of the project (which were not included in the design anyway) were not examined as these would generally be more comprehensively reviewed at the detailed design stage. This would include consideration of specific locations along the route and more “mircroscopic” assessment of the potential safety issues (eg. impact of tree roots on path slab uplift, potential for leaf litter over bicycle paths etc).
Audit team details	Damien Chee, level 3 (lead) road safety auditor - Registration number: RSA-02-0094. Linda Chee, level 2 road safety auditor –Registration number RSA-02-1069.

Audit methodology	The audit was undertaken using the following methodology: ▪ The concept design was reviewed on 27/6/2022. ▪ A site inspection was carried out on 29/6/2022. This was only for familiarisation purposes, to understand the pre-existing road, traffic and land use conditions, and to contextualise the setting/ environment that the landscaping works would be delivered in. ▪ The road safety audit findings have been documented in this report in accordance with the NSW Centre for Road Safety's *Guidelines for Road Safety Audit Practices* (2011). The audit findings are documented in Section 2. ▪ The project team also issued a list of concerns as raised by the community. These were only reviewed by the audit team after the review of the plans and the documentation of the audit findings (Section 2). This was to ensure that the audit was conducted independently and objectively, without influence from pre-determined community concerns. ▪ This report includes completed road safety audit checklist as sourced from the Austroads *Guide to Road Safety Part 6A: Implementing Road Safety Audits.*
Material supplied	See *scope of audit*.
Meeting and assessment details	Review of plans on 27/6/2022. Site inspection carried out on 29/6/2022.

1.2 Responding to the audit report

Road safety audits provide the opportunity to highlight potential road safety problems and have them formally considered by the project manager in conjunction with all other project considerations.

The responsibility for the project rests with the project manager, not with the auditor. The project manager is under no obligation to accept the audit findings. Also, it is not the role of the auditor to agree to, or approve the project manager's responses to the audit.

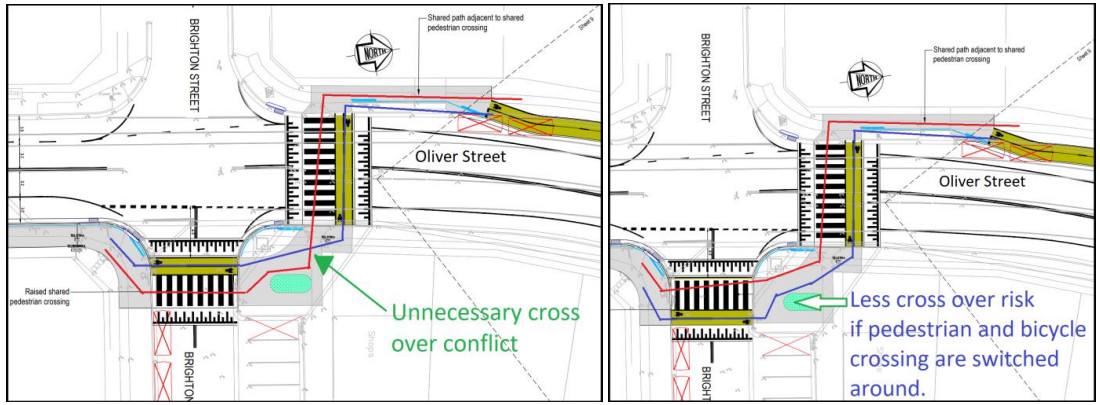
1.3 Previous audits

There were no previous road safety audit reports of direct relevance to this project that were issued to the audit team.

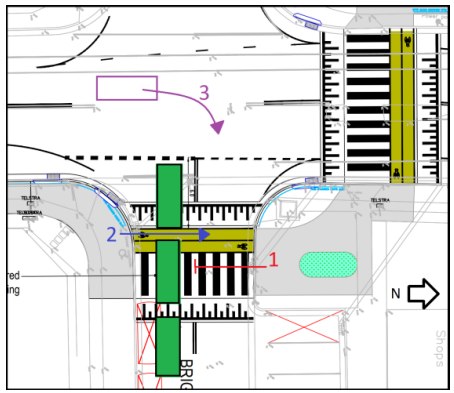
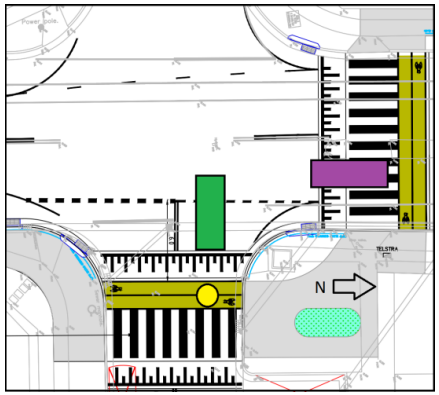
2 Safety audit findings

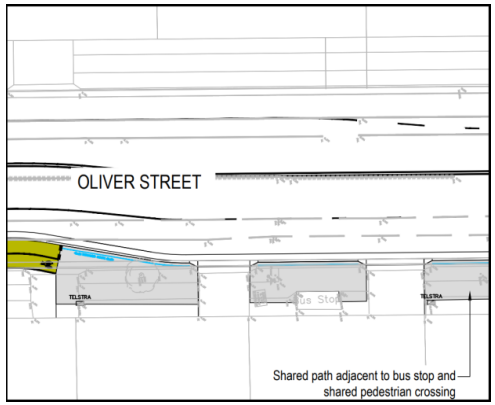
The road safety audit findings are documented in Table 2.

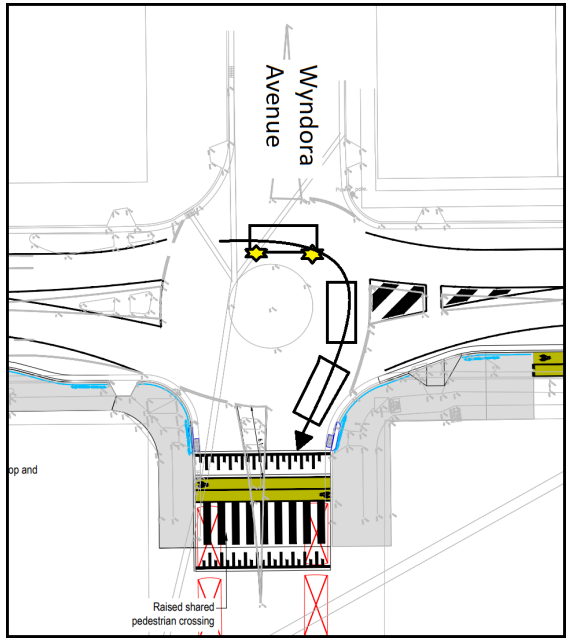
Table 2 Road safety audit findings.

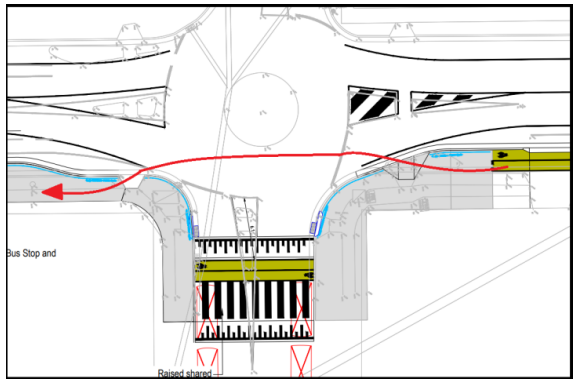
Ref	Location/ priority	Road safety audit finding	Priority
1	North-eastern corner of the Oliver Street/ Brighton Street intersection.	The left-hand image shows the proposed layout of the pedestrian-bicycle crossings over Oliver Street and Brighton Street as well as the two-way cycleway extending to the north, along the western side of Oliver Street. The relative arrangement of the zebra stripes (marking the pedestrian crossing) and the green coloured paving (marking the bicycle route) creates an unnecessary cross over conflict as shown, between pedestrians and cyclists. This could result in *bicycle-pedestrian* crashes. The right-hand image shows a simple revision to the design which has switched the relative positions of the zebra markings and the green coloured bicycle crossing over the Brighton Street eastern leg of the intersection. This simple revision is more likely to reduce the need for pedestrian and bicycle cross over movements. Note: In each diagram, the blue line represents the bicycle travel path and the red line represents the pedestrian travel path.  ***Left:*** *The relative positions of the zebra markings and the green coloured bicycle paths would create an unnecessary cross over conflict between these two users as shown.* ***Right:*** *By switching the relative positions of the zebra markings and the green coloured bicycle crossing in the Brighton Street eastern leg, this could reduce the degree of conflict between the two road user groups.*	Medium

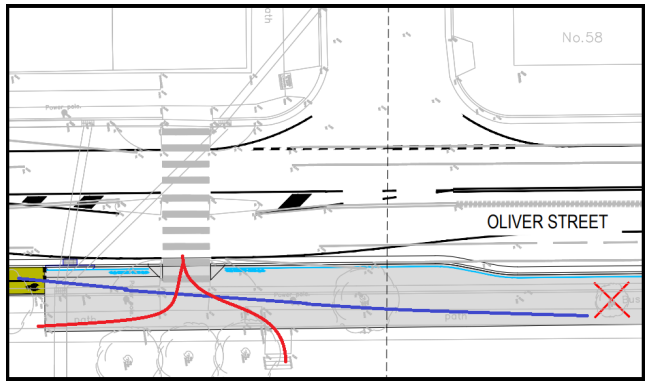
Ref	Location/ priority	Road safety audit finding	Priority

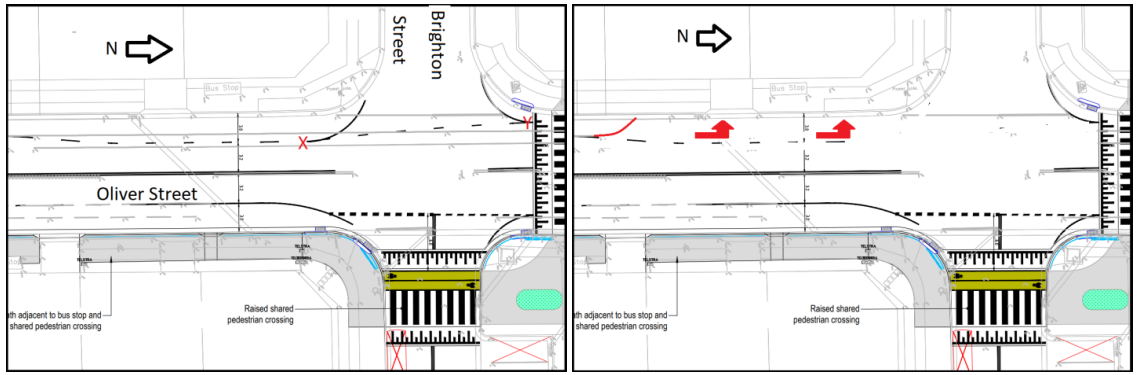
2	General – Implications of pedestrian-bicycle crossings in side roads which are close to the intersection with Oliver Street.
	
	NB. Although the Oliver Street/ Brighton Street intersection is used as the example in the diagrams, this issue and the stated risks should be considered at ALL crossings over minor road legs to intersections.
		The design proposes several pedestrian-bicycle crossings in the side roads stemming off Oliver Street. In general, these are offset 6m from the hold lines of the intersection. The audit team notes the following concerns and crash conflicts:
		▪ Any vehicles stopped at the hold lines may generate queuing and queue spillback over the crossing as shown in the left-hand image (row of green cars). This may block the crossing which therefore has several reactive risks by pedestrians and cyclists, as follows:
		  ▪ Pedestrians-cyclists that cross from the far side of the crossing (movement 1) may become trapped on the road and unable to complete the crossing due to the queued vehicles. This could prolong their presence on the road, and increase exposure to impacts by other vehicles.
		  ▪ Pedestrians-cyclists from the near side of the road may attempt to cross between or behind queued traffic (movement 2). This is dangerous as these crossing road users may be hidden from the view of other drivers, such as (in this case) the northbound right-turning vehicle marked as movement 3.
		▪ Any vehicles that turn into the side road may not expect to encounter a crossing this close to the intersection, nor the need to stop in response to a crossing road user. Using the left-hand image, the northbound right-turning driver (movement 3) would tend to look to the north to judge for gaps in the southbound *through* traffic stream. By doing so, they may fail to observe the conditions in the Brighton Street departure including the crossing, and any crossing road users. This could lead to a *right-turn on pedestrian/ bicycle* crash. Also, if they accept a substandard gap in the southbound traffic stream, they may tend to accelerate hard when making the turn, only to be faced with the immediate need to slow down and/or stop. Most drivers tend to accelerate when departing from an intersection.
		▪ Even if the eastbound departing vehicle stops in response to crossing pedestrian-bicycle (green car in the right-hand image), this could leave them exposed to impacts by other vehicles (eg. purple vehicle), especially if they extend back into the control area of the intersection.
		▪ In most cases, the hold line was not in line with the projection line of the kerbs either side of the intersection. Using the left-hand image, the first green vehicle at the head of queue has stopped clear of the hold line, but would still be exposed to impacts by southbound vehicles on Oliver Street due to the lack of protection from the kerblines.
		
		
		Left-hand image: *If a vehicle in the side road stops at the hold line, it could generate a queue which extends over and blocks the pedestrian-bicycle crossing.*
		
		Right-hand image: *If a vehicle entering the side road (green vehicle) stops in response to a crossing road user (yellow dot), this could leave the green vehicle exposed to impacts by other vehicles (eg. purple vehicle.*
			Medium

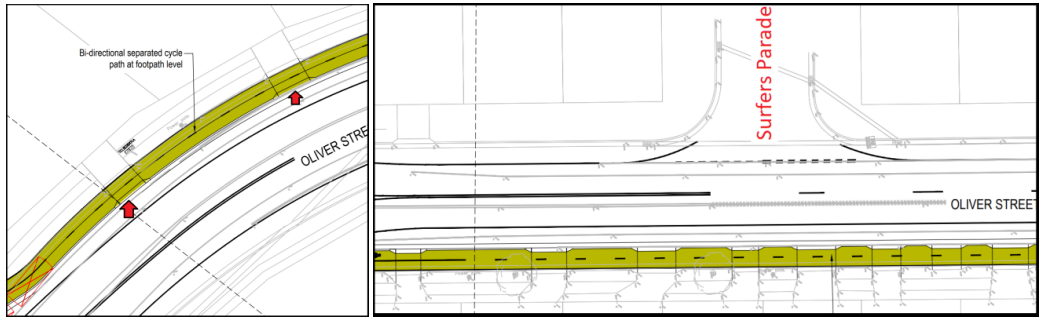
Ref	Location/ priority	Road safety audit finding	Priority
3	General - Pedestrian safety at bus stops and pick up zones throughout the project.	The design proposes several shared paths where pedestrians and cyclists will share common use of the path without any formal designation of bicycle only lanes, or pedestrian exclusive areas. This includes several bus stops along Oliver Street and Bennett Street. Overall, there are noted risks of: ▪ Pedestrians being impacted by bicycles moving past the bus stops. This includes standing pedestrians as they wait for buses to arrive. ▪ Bicycle crashes into the multitude of structures at these locations including poles, bus shelters etc. ▪ The squeeze point created at these locations with substantial occupation of the area by pedestrians, structures etc. This could simply make the area impassable by bicycles. The same issues apply to the school drop off and pick up zone at Harbord Primary School. The eastern kerbline of Oliver Street at this school could contain many school children as they wait for and move towards their vehicles. It may also include many parents/ carers as they wait for and walk their children home. During peak school zone periods, parts of this footpath could also become impassable by cyclists.   ***Left:*** *Extract from the design showing an example of a proposed shared path and bus stop.* ***Right:*** *The same bus stop as viewed under existing and pre-project conditions. Note the general lack of verge space due to the bus shelter, utility poles and trees. This verge would be even more obstructed with bus passengers waiting for or alighting from buses.*	Medium

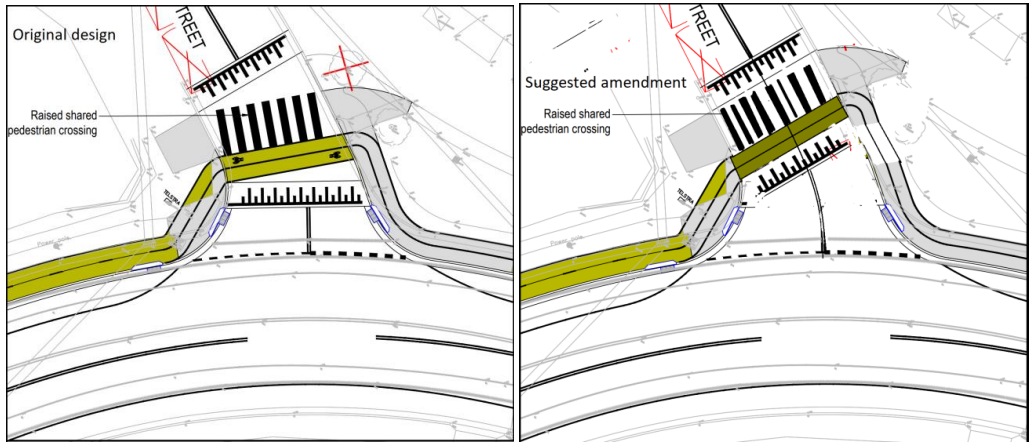
Ref	Location/ priority	Road safety audit finding	Priority
4	Oliver Street roundabouts with Wyndora Avenue and Soldiers Avenue.	The Oliver Street intersections with Wyndora Avenue and Soldiers Avenue are both roundabouts. Under the proposed design, these will both contain pedestrian-bicycle crossings over the eastern leg, which is in the immediate approach-departure to the roundabout. Item 2 discussed the risks associated with having crossings too close to priority control points. These included risks of queues from the intersection spilling back over the crossing, or alternatively, queues from the crossing spilling back into the intersection. The issues described in item 2 would all persist with the two roundabouts at the Wyndora Avenue and Soldiers Avenue intersections. Furthermore, drivers departing into the eastern legs may have even less expectation of the crossing (and crossing pedestrians and cyclists) compared with non-roundabout intersections. This is because of the circular path driven by drivers, especially in right-turn movements. As shown below, a right-turning driver would need to negotiate a 90-degree turn through a circulating path. This would also involve sight lines in the forward view which would be, for most of the time, angled well away from the subject crossing. Drivers also tend to accelerate when departing roundabouts, and most drivers do not expect to encounter situations that require them to stop this soon after departing from a roundabout. Although the Wyndora Avenue intersection is shown below, this issue also applies to the Soldiers Avenue intersection.  ***Left:*** *Drivers using the roundabout, especially right-turners would not expect to encounter a crossing or the need to stop this soon after departing from the roundabout.*	Medium

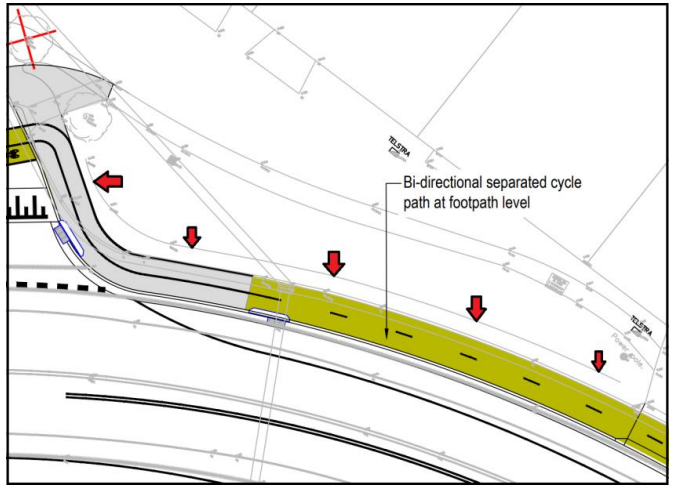
Ref	Location/ priority	Road safety audit finding	Priority
5	Bicycle movements at the Oliver Street/ Wyndora Avenue roundabout and the Oliver Street/ Soldiers Avenue roundabout.	The project team should be mindful of the types of cyclists that are likely to, or expected to use the cycleway. Under current, pre-project conditions, these cyclists would be ones that travel on the road and adjacent to the northbound and southbound road traffic. As such, they would have a higher risk tolerance and would tend to be more competent cyclists compared with (say) recreational cyclists that would opt to use a shared path. In these respects, the re-distribution of these cyclists to the proposed cycleway may not perform as expected and some deviations from expected behaviour should be expected. Firstly, these cyclists may experience frustration and dissatisfaction in the level of service offered by the shared path portions of the project. In the pre-project scenario, these cyclists would have shared on road space with road vehicles and would enjoy faster travel times and less physical hinderances. In the post-project scenario, these same cyclists would need to negotiate kerb ramps; shared paths that may contain slow-moving or stationary pedestrians; bus loading/ unloading activity; and obstructions such as trees, signs, poles and bus shelters. Secondly, the crossings at the two roundabouts are “bent out” facilities requiring cyclists to deviate significantly from the otherwise straight line travel route. Rather than deviate this course to use the designated crossing, many of these cyclists may bypass the crossing altogether and use the roadway. The image below shows an example of this where the cyclist would use the kerb ramps to enter the road space, circulate the roundabout and then use the corresponding kerb ramp on the departure side to re-enter the downstream shared path. This puts them at unnecessary risk of impacts by other road vehicles. Also, there does not appear to be anything illegal about making this crossing (although a crossing in the reverse direction, whilst still being an equal temptation would at least be illegal due to the “wrong way” travel through the roundabout). In addition to the roundabouts, this “pick and choose” route-selection behaviour may also occur at various other locations along the route, especially when considering that these would have been cyclists that use the on-road facilities in the pre-project scenario.  ***Left:*** *Cyclists may be tempted to bypass slower operating facilities such as shared paths and crossings that deviate from the otherwise “straight-line” travel route.*	Medium

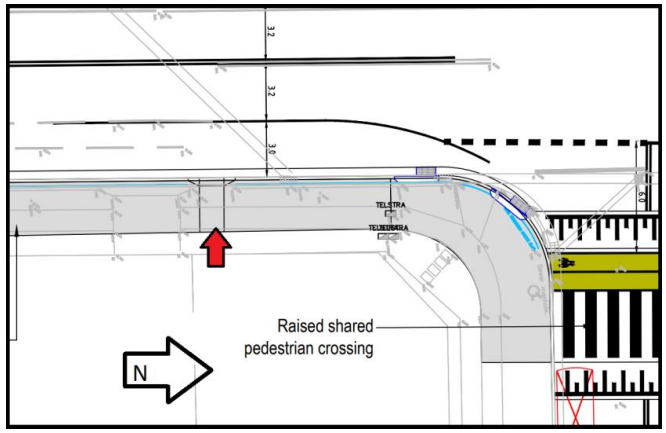
Ref	Location/ priority	Road safety audit finding	Priority
6	Zebra crossing over Oliver Street opposite Johnson Street, and the shared path-cycleway interface	Similar to item 1, there may also be a *bicycle-pedestrian* cross over conflict in the shared path on the eastern side of Oliver Street opposite Johnson Street. As shown below, the shared path will interface with a cycleway and pedestrian-exclusive footpath to the south. The shared path would allow co-mingling of pedestrians and cyclists. However, as a cyclist heads southbound, they would tend to shift to the west to access the cycleway as per the blue line. By contrast, any pedestrians emerging from the zebra crossing and also heading south would tend to move to the east to access the footpath. This would create a cross over conflict at this point. There may also be other cross over conflicts such as with pedestrians crossing the shared path to access the park. Whilst some degree of cross over conflict would always arise at such shared path interface points with cycleways, there may be merit in shifting this interface point further away from high-use facilities such as zebra crossings. The zebra crossing presents an obvious drainage point for pedestrians and the cross over and interaction with cyclists is almost inevitable given the close distance away from the cycleway.  ***Left:*** *There is a cross over conflict create due to the transition from shared path to cycleway, and the close proximity to the zebra crossing.*	Medium

Ref	Location/ priority	Road safety audit finding	Priority
7	Northbound traffic lane of Oliver Street in approach to Brighton Street.	Throughout most of the project, Oliver Street will have a revised cross section including parking lanes either side of the road and a single traffic lane per direction. The existing and pre-project on-road bicycle lanes will be removed and this space used to reconfigure the traffic and parking lanes as well as to accommodate a two-way cycleway (or widened shared path). However, in the Oliver Street southern leg to its intersection with Brighton Street, the northbound parking lane appears to open up and is separated by a dashed line. The audit team were uncertain what the design intention was at this point, and whether this is supposed to be a left-turn lane. Furthermore, the dashed line through the control area of the intersection is misleading as it guides northbound road traffic from a "pushed out" position at point X to a kerbside position at point Y. Yet further north of this point, this traffic is expected to shift back towards the east due to the presence of the two-way cycleway on the western side of the road. If the design intention was to create a dedicated left-turn lane, then the linemarking arrangement should be revised as shown in the right-hand image.  ***Left:*** *Extract from the design showing the proposed linemarking layout in the northbound direction of Oliver Street in its approach to Brighton Street.* ***Right:*** *If the design intention is to create a dedicated left-turn lane, then this would be a clearer layout.*	Low

Ref	Location/ priority	Road safety audit finding	Priority
8	General – Issues with the relative layout of the cycleway, driveways and the parking lane.	The design includes re-allocation of road width to create a two-way cycleway running along one side of Oliver Street and Bennett Street. The following issues were noted: ▪ The affected side of the road will include extension of property driveways and new laybacks on the kerblines. The project team should be aware that the laybacks will reduce the effective width of the cycleway. This is both *directly*, in taking up physical width which would otherwise be used for bicycle transit; as well as *indirectly* since many cyclists will consciously veer away from these laybacks. There would be a perceived and actual high risk of tracking over the laybacks due to the depressions in the path surface and the abrupt slopes involved. This is especially in wet surface conditions and/or at night time where there could be risks of bicycle slide-out events. ▪ The secondary impact of the laybacks is that cyclists would veer away from these and hence occupy the more central part of the cycleway where there would be increased risks of *head-on* crashes with opposing cyclists. ▪ Overall, there is also a risk of car door openings into the cycleway with potential collisions between bicycles and car doors. The parking lane appears to abut the kerbline with minimal lateral buffer to the cycleway. Any pedestrians that alight from parked cars may be under imminent threat of an impact by a cyclist. ▪ The new layout may also introduce risks of *vehicle-bicycle* collisions involving vehicles enter the driveways. In situations where there are vehicles in the parking lane either side of the driveway, a driver may not have a clear view of cyclists on the cycleway, due to these parked cars. These drivers may enter a driveway lacking awareness of a cyclist moving along the cycleway.  ***Above:*** *Two examples of where driveway laybacks may reduce the effective width of the cycleway. In the right-hand example, near Surfside Parade, a northbound cyclist would be reluctant to keep to the designated northbound bicycle lane due to the high frequency of driveways. If they used the northbound bicycle lane they would need to constantly move in and out to avoid each of the respective laybacks. In reality, they would simply take a straight trajectory down the middle of the cycleway and even possibly in the southbound bicycle lane.*	Low

Ref	Location/ priority	Road safety audit finding	Priority
9	Pedestrian-bicycle crossing over Bennett Street, to the west of Oliver Street.	Bennet Street West has a sudden curve in its immediate approach to Oliver Street. This is due to the reversed priority of this T intersection (ie. normally Bennett Street as the straight east-west road would be the higher priority route). The design has responded by making the pedestrian-bicycle crossing in this leg a skewed angled crossing (see left-hand image as an extract of the original design). However, this is not ideal since: ▪ The crossing direction is somewhat diagonal and requires a longer crossing length and hence crossing duration. This would unnecessarily increase the time exposure on the roadway. ▪ The crossing direction is not perpendicular with the kerblines. Typically, crossings should be as perpendicular as possible to make these legible to all pedestrian classes (including mobility and vision affected users). ▪ As shown in the left-hand image, the marked centrelines either side of the raised threshold do not match up with each other. The driver would need to "guess" the alignment of the lane as it curves horizontally through the crossing. The right-hand image shows a suggested amendment. This would involve a more perpendicularly aligned crossing with a shorter crossing distance and hence shorter crossing duration. It also means the sloped flanges either side of the threshold are parallel with each other. As shown, there is also a better opportunity to improve the centreline legibility either side of the crossing as well as the expected centreline division/ continuation across the crossing.  ***Left:*** *Extract from the original design showing the skewed angle of the crossing.* ***Right:*** *A suggested amendment to the design to make this more legible and to reduce the crossing length and duration.*	Low

Ref	Location/ priority	Road safety audit finding	Priority
10	Guardrail on the northern side of the Bennett Street/ Oliver Street intersection.	There is an existing guardrail on the northern side of the intersection as marked by the red arrows below. The audit team were uncertain of the reason for this guardrail but it was presumably in response to a noted *run off road* crash and the need to provide containment and protection against property damage. If this is the case, then the proposed cycleway running along the outside of the guardrail would, all things being equal, expose these cyclists to the same *run off road* crash problem. Cyclists on this new facility could therefore be exposed to impacts by errant road vehicles. If there is indeed a *run off road* crash problem, then consideration should be given to relocating the guardrail so that it shields the cycleway as well as the verge beyond.  ***Left:*** *There is a guardrail on the northern side of the Bennett Street/ Oliver Street intersection as marked by the red arrows.*	Low

Ref	Location/ priority	Road safety audit finding	Priority
11	Eastern side of Oliver Street to the south of Brighton Street.	The design shows what appears to be a kerb ramp or driveway layback on the eastern kerbline of Oliver Street as marked by the black arrow. However, the audit team were uncertain as to what this facility is. More clarity/ explanation is needed in the design.  ***Left:*** *The audit team were uncertain as to what the facility is as marked by the black arrow. It appears to be a kerb ramp or driveway with layback.*	Low
12	General – Impact of lane re-configurations on Oliver Street and Bennett Street.	The design involves removal of the two on-road cycleways and reallocation of this width-space to shift the traffic lanes accordingly and to accommodate a two-way cycleway. The project team should be aware that as well as functioning as a bicycle facility, the bicycle lanes provide door-opening envelopes and clearance for parked cars. They also create a buffer between the moving traffic stream and the parked cars. Using the photo below, the cars parked on the kerbline are hard up against the dashed line of the cycleway. This dashed line is also the approximate edge of the shifted traffic lane under post-project conditions. As such, there would be substantially less width to open a car door. Any opened doors are likely to extend considerably into the adjacent traffic lane with corresponding risks of being impacted. Similarly, there is less buffer for drivers to access and alight from these parked vehicles.  ***Left:*** *With the on-road bicycle lane removed, there will be considerably less offset between the parked cars and the adjacent traffic stream. This photo is looking northbound on Oliver Street to the north of Lawrence Street. However, the issue generally applies to the whole project.*	Low

3 Issues raised by project team

The project team raised a number of issues and requested commentary from the audit team. As noted in Section 1, these were only considered after the plans were reviewed and the audit findings compiled. This was specifically to ensure that the audit was conducted independently and objectively.

Table 3 lists the issues and includes a commentary from the audit team.

Table 3 Concerns raised by the project team.

Issue/ concern	Commentary from audit team
Safety of cyclists using the proposed on-road cycleway, particular car dooring by passengers when entering or exiting the vehicle.	Agreed that this is a valid concern. Issue raised in item 8 of the audit findings.
Safety of cyclists and pedestrians when using the existing shared path and proposed shared path in Oliver Street. Consideration of proposed and existing pedestrian crossings.	The audit team raised several issues in these regards. In the first instance, it should be acknowledged that the types of cyclists that the cycleway is designed for are those that currently use the on-road facilities. These tend to be more competent cyclists with a higher risk tolerance. By relocating these cyclists to shared paths, pedestrians could be put at risk simply by virtue of these cyclists being higher speed travellers (as opposed to recreational cyclists that would normally use a shared path). Secondly, many of these shared paths will be cluttered with structures and slow-moving/ stationary pedestrians using the bus stops and crossings. There may be a need for speed management devices at the interface points, such as bollards and the usual shared path signs and pavement markings.
Safety of pedestrians when exiting or entering vehicles and crossing over the two-way dedicated cycleway.	Also acknowledged as a risk in item 8 of the audit findings.
Reduced width to minimum standards for: ▪ Dedicated two-way cycleway. ▪ Parking lane (east and west side of the road). ▪ Traffic lanes (each direction).	Item 12 discussed the impact of the loss of on-road bicycle lanes in their ancillary role as a buffer between road traffic lanes and the parking lane. It also discussed the lack of door-opening clearance from the revised parking lanes relative to the adjacent traffic lanes.
Location of the pedestrian crossing in Oliver Street, near Brighton Street:	Item 1 discussed the layout of the pedestrian and bicycle crossing paths and the unnecessary cross over conflict created in the north-eastern verge area.
Line of sight for pedestrians to view vehicles travelling from the east towards Freshwater Public School. AND Line of sight to view pedestrians on the crossing when travelling from the east to towards Freshwater Public School.	The audit team assumes that this refers to the crossing over Brighton Street in the eastern leg to its intersection with Oliver Street, and the sightline between pedestrians and westbound vehicles. The design indicates the planned removal of some on-street parking. This will improve sightlines to some degree. The full impact of parked cars and sightlines would need to be re-assessed when the designs are solidified (detailed design stage) as well as checked on site after implementation (pre-opening stage).

Issue/ concern	Commentary from audit team
Lawrence Street, Freshwater: Upgrade of pedestrian crossing to shared pedestrian and cyclists crossing.	This would need to be accompanied by a formal change in path status to *shared paths*, either side of the crossing. More consideration would be needed on the travel mode and functionality of Lawrence Street as the design progresses into detailed design. For example, the following strategies could be considered: ▪ Changing the status of road side areas to be shared paths/ shared spaces. ▪ "Down-grading" the speed environment through this retail area and encouraging more sharing of space in the road (either as a formal shared zone or a traffic calmed environment). ▪ Retention of pedestrian priority on paths and regulatory measures stipulating that cyclists need to dismount and walk.
Soldiers Avenue, Freshwater: New shared pedestrian and cyclists crossing .	See items 4 and 5 of the audit findings.
Wyndora Avenue, Freshwater: New shared pedestrian and cyclists crossing.	
Wyuna Avenue, Freshwater: New shared pedestrian and cyclists crossing.	Item 2 is a general finding applying to all situations such as this.
Brighton Street, Freshwater: New shared pedestrian and cyclists crossing.	
Bennett Street, Freshwater: New shared pedestrian and cyclists crossing.	See item 2 as well as item 9. Item 9 discusses the alignment of the crossing over Bennett Street.
Council also requires the road safety audit to identify all concerns relating to safety and not just concerns detailed above. This may include items such as: ▪ Proposed and existing shared path. ▪ Bus stops and related infrastructure. ▪ Vegetation and trees. ▪ Lighting.	As a *concept design* road safety audit, the focus was on higher level issues such as route choice and alignment, choice of road crossing method and choice of facility (shared path, cycleway, pedestrian-exclusive footpath). More specific issues such as the impact of individual trees on the path should be examined at the detailed design stage once the route (as refined from this concept design stage) is confirmed. Issues surrounding bus stops were discussed in item 3. The audit team assumed that streetlighting would remain the same and the only additional lighting needs would be the new crossings. This is an issue to be examined in the detailed design stage.

4 Concluding statement

DC Traffic Engineering has undertaken a *concept design* road safety audit of this project in accordance with the methodology outlined in Section 1 of this report.

Issues identified have been noted in this report for the Project Manager to review, assess, and where appropriate, make the necessary recommendations to improve safety.



Damien Chee
Audit Team Leader
DC Traffic Engineering Pty Ltd

Appendix A

Road Safety Audit Checklist

Issue	Comment
2.1 General topics	
1 Changes since previous audit ▪ Do the conditions for which the scheme was originally designed still apply? (eg. no changes to the surrounding network, area activities or traffic mix) ▪ Has the general form of the project design remained unchanged since previous audit (if any)?	There were no previous road safety audit reports issued to the audit team.
2 Drainage ▪ Will the scheme drain adequately? ▪ Has the possibility of surface flooding been adequately addressed, including overflow from surrounding or intersecting drains and water courses?	Yes.
3 Climatic conditions ▪ Has consideration been given to weather records or local experience which may indicate a particular problem? (eg. snow, ice, wind, fog).	Yes.
4 Landscaping ▪ If any landscaping proposals are available, are they compatible with safety requirements (eg. sight lines and hazards in clear zones)?	A more detailed check of each existing tree's impact on the proposed shared path would be needed at the detailed design stage.
5 Services ▪ Does the design adequately deal with buried and overhead services (especially in regard to overhead clearances, etc)? ▪ Has the location of fixed objects or furniture associated with services been checked, including the position of poles?	Yes.
6 Access to property and developments ▪ Can all accesses be used safely? (entry and exit/merging). ▪ Is the design free of any downstream or upstream effects from accesses, particularly near intersections? ▪ Have rest areas and truck parking accesses been checked for adequate sight distance, etc.?	Driveway laybacks will reduce the effective width of the cycleway.
7 Adjacent developments ▪ Does the design handle accesses to major adjacent generators of traffic and developments safely? ▪ Is the drivers' perception of the road ahead free of misleading effects of any lighting or traffic signals on an adjacent road?	Yes.
8 Emergency vehicles and access ▪ Has provision been made for safe access and movements by emergency vehicles? ▪ Does the design and positioning of medians and vehicle barriers allow emergency vehicles to stop & turn without unnecessarily disrupting traffic?	Yes.

Issue	Comment
9 Future widening and/or realignments ▪ If the scheme is only a stage towards a wider or dual carriageway is the design adequate to impart this message to drivers? (Is the reliance on signs minimal/appropriate, rather than excessive?) ▪ Is the transition between single and dual carriageway (either way) handled safely?	Unknown.
10 Staging of the scheme ▪ If the scheme is to be staged or constructed at different times: ▪ Are the construction plans and program arranged to ensure maximum safety? ▪ Do the construction plans and program include specific safety measures, signing; adequate transitional geometry; etc. for any temporary arrangements?	Unknown.
11 Staging of the works ▪ If the construction is to be split into several contracts, are they arranged safely?	Unknown.
12 Maintenance ▪ Can maintenance vehicles be safely located?	Yes. Similar to existing conditions.
2.2 Design issues (general)	
1 Design standards ▪ Is the design speed and speed limit appropriate (eg. consider the terrain; function of the road)? ▪ Has the appropriate design vehicle and check vehicle been used?	Yes.
2 Typical cross sections ▪ Are lane widths, shoulders, medians and other cross section features adequate for the function of the road? ▪ Is the width of traffic lanes and carriageway suitable in relation to: • ▪ Alignment? ▪ Traffic volume? ▪ Vehicle dimensions? ▪ The speed environment? ▪ Combinations of speed and traffic volume? ▪ Are overtaking/climbing lanes provided if needed? ▪ Have adequate clear zones been achieved?	Loss of door-opening envelope noted. Door-opening impact on cycleway noted. Impact of driveway laybacks noted on cycleway.

Issue	Comment
3 The effect of cross sectional variation ▪ Is the design free of undesirable variations in cross section design? ▪ Are crossfalls safe? (particularly where sections of existing highway have been utilised or there have been compromises to accommodate accesses, etc.) ▪ Does the cross section avoid unsafe compromises such as narrowings at bridge approaches or past physical features?	See previous.
4 Roadway layout ▪ Are all traffic management features designed so as to avoid creating unsafe conditions? ▪ Is the layout of road markings and reflective materials able to deal satisfactorily with changes in alignment? (particularly where the alignment may be substandard.)	Issues raised.
5 Shoulders and edge treatment ▪ Are the following safety aspects of shoulder provision satisfactory: ▪ Provision of sealed or unsealed shoulders? ▪ Width and treatment on embankments? ▪ Cross fall of shoulders? ▪ Are the shoulders likely to be safe if used by slow moving vehicles or cyclists? ▪ Are any rest areas and truck parking areas safely designed?	Loss of door opening clearance due to the removal of the on-road cycleways.
6 Effect of departures from standards or guidelines ▪ Any approved departures from standards or guidelines: is safety maintained? ▪ Any hitherto undetected departures from standards: is safety maintained?	Yes.
2.3 Alignment details	
1 Geometry of horizontal and vertical alignment ▪ Does the horizontal and vertical design fit together correctly? ▪ Is the design free of visual cues that would cause a driver to misread the road characteristics (eg. visual illusions, subliminal delineation such as lines of trees, poles, etc.)? ▪ Does the alignment provide for speed consistency?	Yes.

Issue	Comment
2 Visibility; sight distance ▪ Are horizontal and vertical alignments consistent with the visibility requirements? ▪ Will the design be free of sight line obstructions due to: ▪ Safety fences or barriers? ▪ Boundary fences? ▪ Street furniture? ▪ Parking facilities? ▪ Signs? ▪ Landscaping? ▪ Bridge abutments? ▪ Parked vehicles in laybys or at the kerb? ▪ Queued traffic? ▪ Are railway crossings, bridges and other hazards all conspicuous? ▪ Is the design free of any other local features which may affect visibility?	Potential loss of sight line from drivers to cycleway due to vehicles parked on the kerbside lane.
3 New/existing road interface ▪ Does the interface occur well away from any hazard? (eg. a crest, a bend, a roadside hazard or where poor visibility/distractions may occur.) ▪ If carriageway standards differ, is the change effected safely? ▪ Is the transition where the road environment changes (eg. urban to rural; restricted to unrestricted; lit to unlit) Is it done safely? ▪ Has the need for advance warning been considered?	Yes.
4 'Readability' of the alignment by drivers ▪ Will the general layout, function and broad features be recognised by drivers in sufficient time? ▪ Will approach speeds be suitable and can drivers correctly track through the scheme?	Yes.
2.4 Intersections	

Issue	Comment

1 Visibility to and visibility at intersections
▪ Are horizontal and vertical alignments at the intersection or on the approaches to the intersection consistent with the visibility requirements?
▪ Will drivers be aware of the presence of the intersection (especially on the minor road approach)?
▪ Will the design be free of sight line obstructions due to:
  ▪ Safety fences or barriers?
  ▪ Boundary fences?
  ▪ Street furniture?
  ▪ Parking facilities?
  ▪ Signs?
  ▪ Landscaping?
  ▪ Bridge abutments?
▪ Are railway crossings, bridges and other hazards near intersections conspicuous?
▪ Will the design be free of any local features which adversely affect visibility?
▪ Will intersection sight lines be obstructed by permanent or temporary features such as parked vehicles in laybys, or by parked or queued traffic generally?
	Yes.

2 Layout, including the appropriateness of type ▪ Is the type of intersection selected (cross roads, T, roundabout, signalised, etc.) appropriate for the function of the two roads? ▪ Are the proposed controls (Give Way, Stop, Signals, etc.) appropriate for the particular intersection? ▪ Are junction sizes appropriate for all vehicle movements? ▪ Are the intersections free of any unusual features which could affect road safety? ▪ Are the lane widths and swept paths adequate for all vehicles? ▪ Is the design free of any upstream or downstream geometric features which could affect safety? (eg. merging of lanes.) ▪ Are the approach speeds consistent with the intersection design? ▪ Where a roundabout is proposed: ▪ Have pedal cycle movements been considered? ▪ Have pedestrian movements been considered? ▪ Are details regarding the circulating carriageway sufficient?	Yes.

Issue	Comment
3 Readability by drivers ▪ Will the general type, function and broad features be perceived correctly by drivers? ▪ Are the approach speeds and likely positions of vehicles as they track through the scheme safe? ▪ Is the design free of sunrise or sunset problems which may create a hazard for motorists?	Yes.
2.5 Special road users	
1 Adjacent land ▪ Will the scheme be free of adverse effects from adjacent activity and intensity of land use? (If not, what special measures are needed?	Yes.
2 Pedestrians ▪ Have pedestrian needs been satisfactorily considered? ▪ If footpaths are not specifically provided, is the road layout safe for use by pedestrians (particularly at blind corners or on bridges)? ▪ Are pedestrian subways or footbridges sited to provide maximum use? (i.e. Is the possibility of pedestrians crossing at grade in their vicinity minimised?) ▪ Has specific provision been made for pedestrian crossings, school crossings or pedestrian signals? ▪ Where present, are these facilities sited to provide maximum use with safety? ▪ Are pedestrian refuges/kerb extensions provided where needed? ▪ Has specific consideration been given to provision required for special groups (eg. young, elderly, disabled, deaf or blind)?	Several *bicycle-pedestrian* crash risks noted.
3 Cyclists ▪ Have the needs of cyclists been satisfactorily considered, especially at intersections? ▪ Have cycle lanes been considered? ▪ Are all cycleways of standard or adequate design? ▪ Where a need for shared pedestrian/cycle facilities exists, have they been safely treated? ▪ Where cycleways terminate at intersections or adjacent to the carriageway, has the transition treatment been handled safely? ▪ Have any needs for special cycle facilities been satisfactorily considered? (eg. cycle signals)	Most of the issues noted were with respects to bicycle safety.

Issue	Comment
4 Motorcyclists ▪ Has the location of devices or objects which might destabilise a motorcycle been avoided on the road surface? ▪ Will warning or delineation be adequate for motorcyclists? ▪ Has barrier kerb been avoided in high speed areas? ▪ In areas more likely to have motorcycles run off the road is the roadside forgiving or safely shielded?	Yes.
5 Equestrians and stock ▪ Have the needs of equestrians been considered, including the use of verges or shoulders and rules regarding the use of the carriageway? ▪ Can underpass facilities be used by equestrians/stock?	NA.
6 Freight ▪ Have the needs of truck drivers been considered, including turning radii and lane widths?	Similar to existing.
7 Public transport ▪ Has public transport been catered for? ▪ Have the needs of public transport users been considered? ▪ Have the manoeuvring needs of public transport vehicles been considered? ▪ Are bus stops well positioned for safety?	*Bicycle-pedestrian* crash conflicts at bus stops noted.
8 Road maintenance vehicles ▪ Has provision been made for road maintenance vehicles to be used safely at the site?	Yes.
2.6 Signs and lighting	
1 Lighting ▪ Is this project to be lit? Will safety be maintained if the project is not lit? ▪ Is the design free of features which make illuminating sections of the road difficult (eg. Shadow from trees or overbridges)? ▪ Has the question of siting of lighting poles been considered as part of the general concept of the scheme? ▪ Are frangible or slip-base poles to be provided? ▪ Are any special needs created by ambient lighting? Will safety be maintained if special treatments are not provided? ▪ Have the safety consequences of vehicles striking lighting poles (of any type) been considered?	Assumed to be similar to existing.

Issue	Comment
2 Signs ▪ Are signs appropriate for their location? ▪ Are signs located where they can be seen and read in adequate time? ▪ Will signs be readily understood? ▪ Are signs located so that visibility to and from accesses and intersecting roads is maintained? ▪ Are signs appropriate to the driver's needs (eg. destination signs, advisory speed signs, etc.)? ▪ Have the safety consequences of vehicles striking sign posts been considered? ▪ Are signs located so that drivers' sight distance is maintained? ▪ Any signs to be located in the clear zone: are they frangible or adequately shielded by a crash barrier?	Signage not included on the plans since these were only concept level plans.
3 Marking and delineation ▪ Has the appropriate standard of delineation and marking been adopted? ▪ Are the proposed markings consistent with the works in the adjoining section of the route? ▪ Are the previous/adjacent markings to be upgraded? If not, will safety be maintained?	Linemarking anomaly noted at Bennett Street.
2.7 Traffic management	
1 Traffic flow and access restrictions ▪ Can traffic volumes from the proposed scheme be safely accommodated on existing sections of road? ▪ Has parking provision and parking control been adequately considered? ▪ Can any turn bans be implemented without causing problems at adjacent intersections? ▪ Has the effect of access to future developments been considered? ▪ Any traffic diverting to other roads (eg. to avoid a traffic control device): is safety maintained?	Less offset between traffic lanes and parking lanes noted.

Issue	Comment
2 Overtaking and merges ▪ Is overtaking sight distance and stopping distance adequate? ▪ Have suitable shoulder widths been provided at lane drop merges? ▪ Have standard signs and markings been provided for any lane drop? ▪ Has adequate sight distance been provided to any lane drop? ▪ Are shoulders wide enough opposite access points and intersections?	Yes.
3 Rest areas and stopping zones Are there sufficient roadside stopping areas, rest areas and truck parking areas? Are any entries and exits to rest areas or truck parking areas safe?	NA.
4 Construction and operation ▪ If the scheme is to be constructed "under traffic", can this be done so safely? ▪ Can the scheme be safely constructed? ▪ Have the maintenance requirements been adequately considered? ▪ Is safe access to and from the works available?	Road occupancy required.
2.8 Additional questions to be considered for development proposals	Questions omitted. This is not a development proposal.
2.9 Any other matter	
1 Safety aspects not already covered ▪ Will there be special events? Have any consequent unusual or hazardous conditions been considered? ▪ Is the road able to safely handle oversize vehicles, or large vehicles like trucks, buses, emergency vehicles, road maintenance vehicles? ▪ If required, can the road be closed for special events in a safe manner? ▪ If applicable, are special requirements of scenic or tourist routes satisfied?	No.

TRAFFIC ENGINEERING

Northern Beaches Council

Oliver Street-Bennett Street, Freshwater

Existing stage road safety audit



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Report No NBC-PROJ-0008-12 ES RSA OLIVER-BENNETT REV 1

Date 26/2/2024

This report has been prepared for Northern Beaches Council.

TRAFFIC ENGINEERING

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Appendices

Appendix A
Road Safety Audit Checklist

1 Introduction

1.1 Project and audit details

Details of the audit have been summarised in Table 1.

Table 1 Details of the road safety audit.

Audited project	The Oliver Street-Bennett Street-Park Street route between Lawrence Street and John Fisher Park, in Freshwater. This being part of an existing bicycle route.
Client/ contact	Phillip Devon Manager, Transport Network Northern Beaches Council Ph: 0466 136 560 E: Phillip.Devon@northernbeaches.nsw.gov.au
Audit type	*Existing stage* road safety audit.
Purpose	An *existing stage* road safety audit was required to identify safety issues and opportunities for improvement across this route. Although this is a bicycle route, the safety of all road users was considered.
Background	A north-south bicycle route is in place from Pittwater Road at Queenscliffe and Abbott Road, Curl Curl. This is mostly an on-road route via Oliver Street, Bennett Street, and Park Street, with an off-road portion over John Fisher Park and Greendale Creek (Curl Curl Lagoon). Northern Beaches Council is investigating safety issues along this bicycle route, and seeking opportunities for improvement. Although this route was selected based on its designation as a bicycle route, Council requested that the safety of all road users be examined via an *existing stage* road safety audit. In these respects, this report details the processes and findings associated with the *existing stage* road safety audit of this route.
Scope of project/ audit	The following were considered to be the scope of this road safety audit: Spatial scope The section of Oliver Street-Bennett Street-Park Street between the Oliver Street/ Lawrence Street intersection (southern end of route) and the Park Street interface with Stirgess Reserve/ John Fisher Park (northern end of route). Technical scope Although this route was selected based on its function as a bicycle route, the safety of all road users (eg. cars, buses, pedestrians, cyclists etc) was considered. However, to manage the potentially high volume of road safety issues, and to keep the focus on tangible road safety improvement objectives as the driver of this project, the audit team used the following guiding principles to differentiate between issues worthy of being reported versus more benign issues that could be precluded from the report: ▪ Could the issue/ hazard foreseeably result in a crash event or crash situation? ▪ Does the feature guide or encourage road users to make errors that could expose them or others to a crash or injury situation? ▪ Is there a significant road safety gain by improving the issue/ hazard using the typical range of treatments? If the answer was “yes” to any of these questions, then the issue was reported. As an example, there were some areas where vegetation had grown over the edge of a footpath. However, since the risk was limited to low-probability-low-severity events such as minor obstructions to pedestrian movements, this was not reported as an audit finding. If this was included, along with all other low-risk issues, the volume of audit findings could become overwhelming and un-manageable. Temporal scope The findings in this audit were based on the conditions of the site as inspected at the following times and dates: ▪ Night time inspection between 2000-2100h on 22/2/2024. ▪ Day time inspection between 1000-1200h on 23/2/2024.

Audit team details	Damien Chee, level 3 (lead) road safety auditor - Registration number: RSA-02-0094. Linda Chee, level 2 road safety auditor –Registration number RSA-02-1069.
Audit methodology	The audit was undertaken using the following methodology: ▪ Night time inspection between 2000-2100h on 22/2/2024. ▪ Day time inspection between 1000-1200h on 23/2/2024. ▪ The road safety audit findings have been documented in this report in accordance with the NSW Centre for Road Safety's *Guidelines for Road Safety Audit Practices* (2011). The audit findings are documented in Section 2. ▪ This report includes a completed road safety audit checklist as sourced from the Austroads *Guide to Road Safety Part 6A: Implementing Road Safety Audits*.
Material supplied	See *scope of audit*.
Meeting and assessment details	▪ Night time inspection between 2000-2100h on 22/2/2024. ▪ Day time inspection between 1000-1200h on 23/2/2024.

1.2 Responding to the audit report

Road safety audits provide the opportunity to highlight potential road safety problems and have them formally considered by the project manager in conjunction with all other project considerations.

The responsibility for the project rests with the project manager, not with the auditor. The project manager is under no obligation to accept the audit findings. Also, it is not the role of the auditor to agree to, or approve the project manager's responses to the audit.

1.3 Previous audits

There were no previous audit reports of direct relevance to this *existing stage* road safety audit that were issued to the audit team.

2 Safety audit findings

The road safety audit findings are documented in Table 2.

Table 2 Road safety audit findings.

Ref	Location/ priority	Road safety audit finding	Priority
1	Westbound travel direction on Lawrence Street in approach to Oliver Street.	There are dual primary lanterns provided for westbound traffic on Lawrence Street. This includes lanterns on the left-hand side and on the right-hand side of the approach. The dual primary lanterns on the right-hand side are obscured by a street tree. Drivers may fail to see these signals with risks of red light breaches. Furthermore, these signals contain a red right-arrow aspect as a safeguard to pedestrians on the northern leg crossing. If the driver fails to see the red arrow display, there could be risks of *right-turn on pedestrian* crashes. The problem is exacerbated since the secondary signals on the north-western corner of the intersection are also partially obscured by a utility pole. As an added issue, there is no signalised crossing on the western leg of the intersection (Lawrence Street West). Any north-south pedestrians moving along the western side of Oliver Street could be tempted to make an uncontrolled crossing movement over this leg, with risks of being impacted by road vehicles. This includes eastbound vehicles on Lawrence Street since they have a sight-limiting crest vertical curve upstream of the intersection.  ***Above:*** *Looking west from Lawrence Street towards the intersection with Oliver Street. Note the lack of clear visibility to the dual primary signals (circled in yellow).*	High

Ref	Location/ priority	Road safety audit finding	Priority
2	General – Remnant linemarking and pavement markings along Oliver Street.	In general, there were a lot of remnant lines and pavement markings along Olliver Street which were still visually prominent at the time of the inspection. Most of the remnant lines appear to be old markings that were grinded out. However, the grind scars are just as prominent as the original linemarking. These can cause confusion to road users including incorrect guidance on lane alignment and lane boundaries. Some examples are depicted below with further descriptions in the captions. However, this is not an exhaustive list and the entire route should be checked.   ***Left:*** *Looking northbound along Oliver Street towards Wilson Street. Note the remnant edgeline, lane lines and zig zag linemarking. If drivers follow the old linemarking, there would be risks of head-on crashes with southbound traffic.* ***Right:*** *Looking northbound along Oliver Street from towards Wyuna Avenue. There are several remnant lines including two grinded out lines and one blackened/ "washed" BB double barrier centreline. If the southbound vehicle follows the old centreline, there would be risks of head-on crashes with northbound vehicles.*	High

Ref	Location/ priority	Road safety audit finding	Priority
3	Separator kerbs in the southbound direction of Oliver Street between Surfers Parade and Lawrence Street.	In the southbound direction of Oliver Street between Surfers Parade and Lawrence Street, there is a series of separator kerbs running along the former parking lane. This appears to be a work-in-progress appearing like a future cycleway facility. However, under the conditions as observed, this is very illegible and difficult to interpret by all road users involved. The audit team raises the following issues: ▪ Gaps have been provided in the kerbing to allow access to driveways. However, this has resulted in an intermittent arrangement with individual kerb lengths appearing as blobs. This reduces the visual prominence of the kerbs and makes them more exposed to wheel strikes by vehicles including bicycles and motorcyclists. From a distance, these may also take the appearance of a dashed line since dashed lines are used frequently across this route. ▪ A parking lane has been provided on the outsides of these concrete blobs. Any parked cars could reduce visibility between vehicles approaching/ turning into the driveways and cyclists using the channel behind the blobs. ▪ The transitions from these kerb-separated areas back to “normal” cross section conditions is poorly managed. Firstly, any cars that need to park along the kerbs simply commence parking at the terminals of these blobs. As shown in the photos below, these parked cars would block access to and egress form these cycleways. The cyclists may be forced to prematurely steer back into the live traffic lane. Also, any pedestrians accessing or alighting from the parked vehicles could be exposed to impacts by fast-moving cyclists.     ***Top left:*** *Looking southbound at the start of the separator-kerbs opposite Surfers Parade. The raised kerbs commence abruptly and may not be detected by approaching drivers.* ***Top right:*** *The separator-kerbs terminate at the Soldiers Avenue roundabout. It is uncertain whether cyclists are supposed to track behind the blister island (at present it is inaccessible due to the parked car) or steer back into the traffic lane. Any movement back into the traffic lane has a two-fold risk of side-swipe collisions with southbound road vehicles. The cyclists must merge right to exit the cycleway channel, and then converge into the traffic lane to enter the roundabout. The road vehicle would be diverging to the left to enter the roundabout. As such, there is a distinct side-swipe collision risk. The risk is exacerbated since there could also be cars parked along the right-hand side of the separator-kerbs which may block visibility to the emerging cyclist.* ***Bottom left:*** *An example of a vehicle parked on the outside of the separator kerbs. The passenger side doors would open into the cycleway with certain spatial conflict with passing cyclists. Any passengers that alight from this side may also trip on the kerbing.* ***Bottom right:*** *An example of poor transition at the terminal end of the separator-kerb. The ute has parked along the kerbline thus blocking the egress from the cycleway channel.*	High

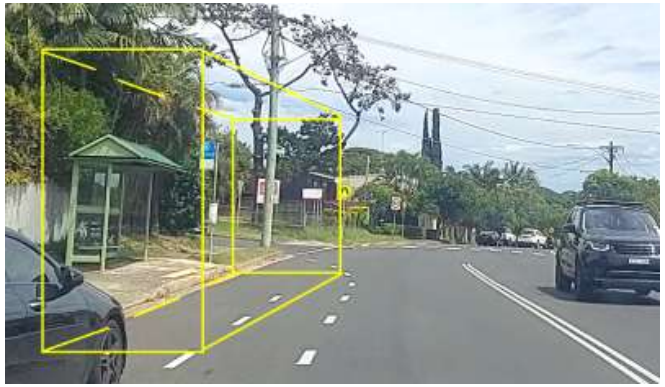
Ref	Location/ priority	Road safety audit finding	Priority
4	Westbound direction on Wyadra Avenue in approach to Oliver Street.	For westbound traffic on Wyadra Avenue in approach to Oliver Street, the primary signals are obscured by a large tree (see yellow circle in image below). Drivers may lack awareness of the signals and the prevailing phasing. This could lead to red-light breaches and associated *cross traffic* crashes.  ***Above:*** *Looking westbound along Wyadra Avenue in approach to Oliver Street. The primary signals, positioned at the yellow circle, are obscured by a tree.*	High

Ref	Location/ priority	Road safety audit finding	Priority
5a	General – Traffic signs that are dirty, faded or visually obscured.	Throughout the audited route, there are numerous signs which lack visual prominence or cannot be clearly seen due to one or a number of the following reasons: ▪ Signs are dirty and lack visual prominence. ▪ Signs are faded and lack visual prominence and/or are incomplete in information. These signs also lack night time retroreflectivity. ▪ Signs are visually obscured by other objects such as trees or other signs. Examples are depicted below as well as in items 5b to 5d and descriptions are provided in the captions. However, this is not an exhaustive list and generally, all signs should be checked and routinely monitored.   ***Left:*** *A dirty PEDESTRIAN AHEAD sign with a faded REFUGE ISLAND base plate. This is a northbound sign on Oliver Street to the north of Lawrence Street. The entire signage assembly is also leaning.* ***Right:*** *A SCHOOL ZONE sign in the northbound direction of Oliver Street to the north of Wyndora Avenue. The sign is mostly obscured by a tree. The added issue is that if the sign cannot be seen in entirety, drivers may only see the "40" numerals and falsely believe that this is a full-time speed limit, rather than a school zone period speed limit.*	Medium

Ref	Location/ priority	Road safety audit finding	Priority
5b	General – Traffic signs that are dirty, faded or visually obscured.	Continued from item 5a…   ***Left:*** *The northbound SCHOOL ZONE sign opposite Harbord Public School (western side of Oliver Street) is partially obscured by a utility pole. Also evident in the photo is an obscured CHILDREN sign further downstream. The entire sign logo is obscured by a tree and only the bottom corner of the sign is visible.* ***Right:*** *The 50 SPEED LIMIT sign in the eastbound direction of Bennett Street to the north of Oliver Street was faded at the time of the inspection.*	Medium

Ref	Location/ priority	Road safety audit finding	Priority
5c	General – Traffic signs that are dirty, faded or visually obscured.	Continued from item 5b…   ***Left:*** *The SPEED LIMIT sign in the westbound direction of Bennett Street between Park Street and Oliver Street is faded and lacks the red annulus. This red annulus is legally significant as it is referenced in NSW ROAD RULES. That is, a numeral within a red annulus is considered to be a legal speed limit. Without the red annulus the sign is open for alternative interpretations such as (i) being an advisory speed, or (ii) being advice of an upcoming speed limit (commonly a black annulus is used for that purpose). Alternatively, it may simply be overlooked and not noticed.* ***Right:*** *Looking southbound on Oliver Street from the intersection at Wyadra Avenue. The SCHOOL ZONE sign is partially obscured by a tree.*	Medium
5d	General – Traffic signs that are dirty, faded or visually obscured.	Continued from item 5c…  ***Left:*** *Looking southbound along Oliver Street from the north of Soldiers Avenue. The END SCHOOL ZONE – 50 sign is blocked by a tree.*	Medium

Ref	Location/ priority	Road safety audit finding	Priority
6a	Zebra crossing over Oliver Street near Wilson Street,… AND… Zebra crossing over Bennett Street to the west of Park Street	The zebra crossing over Oliver Street near Wilson Street is flush with the road level and offers little resistance to speeding drivers. Although a median refuge is provided (which has merit in acting as an escape/ refuge point for pedestrians), this island imposes very little lateral deflection for road vehicles. Lateral deflection or localised narrow points are also methods of reducing vehicle speeds. The lack of raised treatment is also raised as an issue since this is a matter of consistency/ uniformity with the rest of the route. By contrast, there are other zebra crossings along the route that are raised (ie. wombat crossings), and which contain more pronounced lateral deflections or localised narrow points. For example, the crossing over Oliver Street near Johnson Street (right-hand image) contains a raised threshold, a median refuge AND blister islands. Road vehicles are vertically deflected, horizontally deflected and width-constrained achieving speed reduction due to multiple features.   ***Left:*** *Looking northbound along Oliver Street at the zebra crossing near Wilson Street.* ***Right:*** *Looking northbound towards the wombat crossing near Johnson Street.*	Medium

Ref	Location/ priority	Road safety audit finding	Priority
6b	Zebra crossing over Oliver Street near Wilson Street,… AND… Zebra crossing over Bennett Street to the west of Park Street	Similar to item 6a, the pedestrian crossing over Bennett Street to the west of Park Street is also a zebra crossing, which is flush with the pavement. There are no raised features and very little speed restrictions except for a kerb build out on the northern side of the crossing. There are no islands to act as refuge points in case the pedestrian is faced with a non-compliant vehicle or one that approaches this crossing at excessive speed. Whilst it is acceptable to have a crossing formatted this way, this is a point of inconsistency as other crossings along the route contain raised thresholds, median refuge islands and blister islands as speed controls and additional pedestrian safeguards. As an added issue, there is a westbound bus stop in the approach to this crossing. Any stopped buses at this location could obstruct the mutual sight line between trailing westbound drivers and pedestrians approaching or entering the crossing from the southern side of the road (see second image). The reduced visibility could result in *vehicle-pedestrian* crashes.   ***Top:*** *Looking eastbound along Bennett Street towards the zebra crossing. Note the lack of vertical and horizontal deflection elements. Note also the relatively wide channel that the pedestrian must cross in a single stage.* ***Bottom:*** *Looking westbound along Bennett Street towards the same crossing. If a bus were stopped at the bus stop (see yellow prism), the mutual sight line between trailing westbound drivers and pedestrians on the crossing could be reduced. This is particularly the case for pedestrians that commence crossing from the southern (left-hand) side of the crossing.*	Medium

Ref	Location/ priority	Road safety audit finding	Priority
7	Oliver Street/ Soldiers Avenue roundabout.	The Oliver Street/ Soldiers Avenue intersection is roundabout-controlled. The audit team noted the following issues: ▪ Generally, the splitter islands in the approach-departures of the roundabout are poor. These are either raised islands that are too small, or painted islands that are flush with the pavement. The painted islands lack effectiveness as they do not force discipline in the approach and entry trajectories of vehicles. Drivers would have more freedom to select their own trajectories including higher radii entry turns which can also be achieved at higher speeds. The underlying purpose of a splitter island is to force horizontal deflection into the circulating lane of the roundabout, hence reducing the entry speed, and reducing the relative angle between the entering vehicle and the circulating vehicle. Without this deflection, any collisions between vehicle could be at higher angles, meaning that there is more deceleration force imparted on the vehicles and their occupants. Where ever possible and not constrained by long-vehicle movements, raised splitter islands should be considered in all legs. ▪ The splitter islands that are raised are too small. These lack visual prominence as raised features and are ineffective as pedestrian refuge points. By being small, these also allow for less discipline when entering the roundabout. There is less speed restriction and drivers can enter at perpendicular angles rather than at the more preferred acute angle. A contributing factor is that the central island of the roundabout is completely mountable/ traversable and also imposes very little discipline. The audit team appreciates that it may not be possible to make all splitter islands large and raised (eg. due to long-vehicle access needs). However, if this is not possible, then other compensatory measures could be considered such as speed humps in the approaches to the roundabout. ▪ In the Soldiers Avenue eastern approach, the ROUNDABOUT AHEAD sign is blocked by a tree (see right-hand image). The roundabout also lacks visual prominence from this approach hence making this warning sign more critical.   ***Left:*** *Looking northbound along Oliver Street towards the roundabout at Soldiers Avenue. Note the small size and lack of visual prominence of the splitter island.* ***Right:*** *Looking westbound along Soldiers Avenue towards its roundabout with Oliver Street. Note the obscured ROUNDABOUT AHEAD sign which is critical since the roundabout ahead lacks visual prominence.*	Medium

Ref	Location/ priority	Road safety audit finding	Priority
8	Oliver Street/ Wyndora Avenue roundabout.	The Oliver Street/ Wyndora Avenue intersection is roundabout-controlled. The audit team noted the following issues: ▪ Generally, the splitter islands in the approach-departures of the roundabout are poor. These are either raised islands that are too small, or painted islands that are flush with the pavement. These lack the effectiveness of raised islands which effect a physical channelisation for traffic entering and departing from the roundabout. Raised islands also offer better refuge spaces for pedestrians. ▪ The R1-3 ROUNDABOUT GIVE WAY sign on the left-hand side of the approach for northbound traffic (see first image) is visually blocked by a north-facing SCHOOL ZONE sign. Similarly, for southbound drivers the reverse situation occurs, ie, the ROUNDABOVE GIVE WAY sign visually obscures visibility to the SCHOOL ZONE sign. These two signs should be placed in a back-to-back post-mounting arrangement such they do not obscure each other. ▪ In the southbound direction of Oliver Street, there is only one R1-3 ROUNDABOUT GIVE WAY sign which is placed on the right-hand (western) side of the road. As circled in white in the second image, this sign is visually obscured by a tree. This is a critical regulatory sign advising that the intersection is a roundabout and controlled by roundabout give way rules. If drivers fail to see this sign, they may fail to give way when entering the roundabout with associated *cross traffic* crash risks. As circled in yellow, the upstream SCHOOL ZONE sign is also obscured by tree foliage.  ***Top:*** *Looking northbound along Oliver Street towards the roundabout with Wyndora Avenue. Note the small size of the splitter islands and the partially obscured R1-3 ROUNDABOUT GIVE WAY sign.*  ***Bottom:*** *Looking southbound along Oliver Street towards the same roundabout. The sole R1-3 ROUNDABOUT GIVE WAY sign on the right-hand side of the road is partially obscured by tree foliage, as is the upstream SCHOOL ZONE sign.*	Medium

Ref	Location/ priority	Road safety audit finding	Priority
9	Oliver Street at the Wyadra Avenue intersection.	Bus stops are in place for the northbound and southbound directions of Oliver Street, and are positioned immediately upstream of the traffic signals. If there are any buses stopped at these locations, they may block other drivers' visibility to the primary signals. This is illustrated in the image below with the yellow prism indicating the likely spatial footprint of a stopped bus. As shown, the stopped bus is also likely to block visibility to the tertiary signals on the departure side of the intersection. The lack of clear visibility to the signals may result in red light breaches including any red light holds used to safeguard pedestrians on the parallel crossings. The lack of dual primary signals exacerbates this risk.  ***Above:*** *Looking southbound along Oliver Street towards Wyadra Avenue. If there is a stopped bus at this location (see yellow prism), it is likely to block the sight line from trailing southbound drivers to both the primary and tertiary signals. The same issue could occur in the northbound direction since it also has a bus stop in the immediate approach to the signalised intersection.*	Medium

Ref	Location/ priority	Road safety audit finding	Priority
10	Priority controlled four-way cross intersections at (i) Oliver Street/ Wyuna Avenue, (ii) Oliver Street/ Brighton Street, and (iii) Bennett Street/ Park Street/ Adams Street.	These three intersections are priority-controlled four-way cross intersections. However, there is generally a prominent "see-through" effect from the minor road leg to the respective opposing minor road leg. This gives a misleading impression that the road continues straight with no impedances or need to give way/ stop for conflicting traffic movements. The side road legs are also quite wide which adds to this false impression. Consideration should be given to treatments to "down-spec" the appearance of these side roads. Examples of treatments could include: ▪ Raised medians in the side roads legs to make it more obvious that these are side road/lower priority legs. The medians could also be used to support median-based priority signs (GIVE WAY or STOP) as an added barrier to the "see through" continuation effect. The raised medians would only be possible if proven through a swept path assessment acknowledging that some side roads are bus routes. ▪ Raised threshold treatments to give a traffic and speed calming effect in these side roads, especially for side road traffic approaching the main road (ie. Oliver Street-Bennett Street). ▪ At the very least, a BB double barrier centreline could be used to "down-spec" the side road. ▪ The TB/ TF (hold) lines in the side road approaches are badly faded and lack visual prominence as well. Although photo examples are provided for the Oliver Street/ Wyuna Avenue intersection below, this issue also applies to the other two intersections.   ***Left:*** *Looking east along Wyuna Avenue towards Oliver Street. Except for the twin GIVE WAY signs, there are very few other visual cues that there is an intersection at this location, and that this is the side road (lower priority road). The prominent "see through" effect may result in a failure to stop/ give way, or alternatively a high approach speed.* ***Right:*** *Looking westbound along Wyuna Avenue towards the same intersection. From this leg, the presence of the intersection is even less obvious. The is perhaps due to the tree-lined appearance and the lack of visibility to each side of the road. As a side note, there are twin SCHOOL ZONE signs in this approach to the intersection and both signs are visually obscured by trees. The right-hand sign is just visible in this picture under the tree on the right.*	Medium

Ref	Location/ priority	Road safety audit finding	Priority
11	Northbound bus stop on Oliver Street near Johnson Street.	The parking lane is used as the bus pullover area at this bus stop. As shown below, the parking lane is narrow such that any bus that uses this lane is likely to extend into the adjacent northbound traffic lane. This could force trailing northbound vehicles, that pass around the stopped bus, to encroach over the BB double barrier centreline. This could have associated risks of *head-on* crashes with opposing/ southbound vehicles, The northbound vehicle passing around the bus could also be at increased risk of impacting the median island and its kerbing/ signage etc associated with the pedestrian crossing. The added issue, is the presence of parked cars on the western kerbline of Oliver Street upstream of this bus stop. These may limit the space available for a bus to manoeuvre into the kerbside lane. There is a limit to how far north/ forward the bus can move, due to the blister island and the difficulty of pulling back into the traffic lane following the pick-up/ drop-off transaction. If this bus juts out over the edgeline (ie. cannot park square in the parking lane), it could occupy even more width in the northbound traffic lane.  ***Above:*** *Looking northbound along Oliver Street towards the bus stop near Johnson Street.*	Low

Ref	Location/ priority	Road safety audit finding	Priority
12	Southbound bus stop on Oliver Street between Wyadra Avenue and Wyuna Avenue.	There is a bus stop at this location. However, there are no BUS ZONE or parking restriction signs. As such, drivers are using the short length of C1 continuity line as guidance on the boundaries of the bus zone. With parked cars in place outside the length of the C1 line, there is insufficient space for a bus to manoeuvre into this kerbside space and access the kerbline. Buses are likely to jut out into the traffic lane when servicing this bus stop. This could cause blockages in the southbound traffic stream and unnecessary exposure to *rear-end* crashes. It may also encourage southbound drivers to pass around the stopped bus and encroach into the opposing traffic lane with risks of *head-on* crashes. Overall, the bus stop is not a functional facility without the requisite parking restriction signs.  ***Left:*** *Looking southbound along Oliver Street showing the bus stop between Wyadra Avenue and Wyuna Avenue.*	Low

Ref	Location/ priority	Road safety audit finding	Priority
13	General – Side roads stemming off Oliver Street-Bennett Street with regards to advanced warning of bicycle crossing movements.	Most of the side streets stemming off Oliver Street-Bennett Street are furnished with BICYCLE CROSSING warning signs. However, many of these are obscured by trees and lack effectiveness as advanced warning devices. The sign is also somewhat misleading with its double-sided arrow-head base plate. This implies that there is a two-way bicycle crossing facility in the road ahead. This is not correct. Rather, the bicycle travel routes are adjacent to the respective travel lanes. Overall, at the time of the inspection, the bicycle lanes were not well defined or marked on the road either. The photo below is one example from Lawrence Street West. However, in general, the problem is more widespread and all side roads' signs should be checked accordingly. There were also other deficiencies noted such as the bent arrow base plate in Wyadra Avenue West.  ***Above:*** *Looking east along Lawrence Street towards Oliver Street. The BICYCLE CROSSING warning sign is obscured by a tree.*	Low

Ref	Location/ priority	Road safety audit finding	Priority
14	Western side of Oliver Street between Robert Street and Brighton Street.	A dashed line is provided as the boundary between the parking lane and the traffic lane. This is an unusual treatment since the rest of the route was treated with an unbroken edgeline for the same purpose. The problem seems to have evolved since the bicycle lane (previously defined by a dashed line on the left-hand side and an unbroken edgeline on the right-hand side) no longer exists. The former unbroken edgeline has been removed. This is a significant case of inconsistency since no other part of this route contains a dashed line of this layout as the boundary between the parking lane and traffic lane.  ***Above:*** *Looking northbound along Oliver Street towards Brighton Street, showing the dashed linemarking treatment between the traffic lane and the parking lane.*	Low

3 Concluding statement

DC Traffic Engineering has undertaken an *existing stage* road safety audit of this project in accordance with the methodology outlined in Section 1 of this report.

Issues identified have been noted in this report for the Project Manager to review, assess, and where appropriate, make the necessary recommendations to improve safety.



Damien Chee
Audit Team Leader
DC Traffic Engineering Pty Ltd

Appendix A

Road Safety Audit Checklist

Checklist questions	Comments
6.1 Road alignment and cross section	
1 Visibility ▪ sight distance Is sight distance adequate for the speed of traffic using the route? ▪ Is adequate sight distance provided for intersections and crossings? (eg. pedestrian, cyclist, cattle, railway) ▪ Is adequate sight distance provided at all private driveways and property entrances?	Poor visibility to some signs noted, as obscured by other signs and trees. Poor visibility to some traffic signals as blocked by trees and stopped buses.
2 Design speed ▪ Is the horizontal and vertical alignment suitable for the (85th percentile) traffic speed? ▪ If not are: o Warning signs installed? Advisory speed signs installed? o Are the posted advisory speeds for curves appropriate?	Yes.
3 Speed limit/speed zoning ▪ Is the speed limit compatible with the function, road geometry, land use and sight distance?	Some speed limit sign and advice are obscured by trees.
4 Overtaking ▪ Are safe overtaking opportunities provided?	Lack of passing width at two bus stops noted.
5 Readability by drivers ▪ Is the road free of elements which may cause confusion? For example: o Is alignment of the roadway clearly defined? o Has disused pavement (if any) been removed or treated? o Have old pavement markings been removed properly? o Do tree lines follow the road alignment? o Does the line of street lights or the poles follow the road alignment? ▪ Is the road free of misleading curves or combinations of curves?	Remnant linemarking still exists.
6 Widths ▪ Are medians and islands of adequate width for the likely users? ▪ Are traffic lane and carriageway widths adequate for the traffic volume and mix? ▪ Are bridge widths adequate?	Narrow parking lane at some bus stops. Lack of door opening width into cycleway channel.
7 Shoulders ▪ Are shoulders wide enough to allow drivers to regain control of errant vehicles? ▪ Are shoulders wide enough for broken down or emergency vehicles to stop safely? ▪ Are shoulders sealed? ▪ Are shoulders trafficable for all vehicles and road users? (I.e. are shoulders in good condition) ▪ Is the transition from road to shoulder safe? (no drop-offs)	Some parts of the route are width-constrained.

Checklist questions	Comments
8 Crossfalls ▪ Is appropriate superelevation provided on curves? ▪ Is any adverse crossfall safely managed (for cars, trucks, etc.)? ▪ Do crossfalls (carriageway and shoulder) provide adequate drainage?	Yes.
9 Batter slopes ▪ Are batter slopes traversable by cars and trucks which run off the road?	NA.
10 Drains ▪ Are roadside drains and culvert end walls traversable?	Yes.
6.2 Auxiliary lanes	
1 Tapers ▪ Are starting and finishing tapers located and aligned correctly? ▪ Is there sufficient sight distance to the end of the auxiliary lane?	NA.
2 Shoulders ▪ Are appropriate shoulder widths provided at merges? ▪ Have shoulder widths been maintained beside the auxiliary lane?	NA.
3 Signs and markings ▪ Have all signs been installed in accordance with the appropriate guidelines? ▪ Are all signs conspicuous and clear? ▪ Does all linemarking conform to these guidelines (particularly three merge arrows)? ▪ Is there advance warning of approaching auxiliary lanes?	Many signs are obscured or faded.
4 Turning ▪ Have right turns from the through lane been avoided? ▪ Is there advance warning of turn lanes?	Reasonable passing clearance at intersections for this given speed environment and road function.
6.3 Intersections	
1 Location ▪ Are all intersections located safely with respect to the horizontal and vertical alignment? ▪ Where intersections occur at the end of high speed environments (eg. at approaches to towns), are there traffic control devices to alert drivers?	Prominent “see-through” visibility and continuation effect exists at priority-controlled four-way cross intersections.
2 Visibility ▪ sight distance o Is the presence of each intersection obvious to all road users? o Is the sight distance appropriate for all movements and all users? o Is there stopping sight distance to the rear of any queue or slow moving turning vehicles? o Has the appropriate sight distance been provided for entering and leaving vehicles?	Poor visibility to some signs due to trees and other signs that block drivers’ view. Poor visibility to some traffic signals due to trees and stopped buses.

Checklist questions	Comments
3 Controls and delineation ▪ Are pavement markings and intersection control signs satisfactory? ▪ Are vehicle paths through intersections delineated satisfactorily? ▪ Are all lanes properly marked (including any arrows)?	Remnant and confusing lines still exist.
4 Layout ▪ Are all conflict points between vehicles safely managed? ▪ Is the intersection layout obvious to all road users? ▪ Is the alignment of kerbs obvious and appropriate? ▪ Is the alignment of traffic islands obvious and appropriate? ▪ Is the alignment of medians obvious and appropriate? ▪ Can all likely vehicle types be accommodated? ▪ Are merge tapers long enough? ▪ Is the intersection free of capacity problems which may produce safety problems?	Prominent “see through” effect from side roads towards and across the intersection with the main road.
5 Miscellaneous ▪ Particularly at rural sites, are all intersections free of loose gravel?	Yes.
6.4 Signs and lighting	
1 Lighting ▪ Is lighting required and if so, has it been adequately provided? ▪ Is the road free of features which interrupt illumination (eg. trees or overbridges)? ▪ Is the road free of lighting poles which are a fixed roadside hazard? ▪ Are frangible or slip-base poles provided? ▪ Ambient lighting: if it creates special lighting needs, have these been satisfied? ▪ Is the lighting scheme free of confusing or misleading effects on signals or signs? ▪ Is the scheme free of any lighting black patches?	Reasonable.
2 General signs issues ▪ Are all necessary regulatory, warning and direction signs in place? Are they conspicuous and clear? ▪ Are the correct signs used for each situation, and is each sign necessary? ▪ Are all signs effective for all likely conditions (eg. day, night, rain, fog, rising or setting sun, oncoming headlights, poor lighting)? ▪ If restrictions apply for any class of vehicle, are drivers adequately advised? ▪ If restrictions apply for any class of vehicle, are drivers advised of alternative routes?	Many signs are faded or obscured.

Checklist questions	Comments
3 Sign legibility ▪ In daylight and darkness, are signs satisfactory regarding: o visibility: Clarity of message? Readability/legibility at the required distance? ▪ Is sign retroreflectivity or illumination satisfactory? ▪ Are signs able to be seen without being hidden by their background or adjacent distractions? ▪ Is driver confusion due to too many signs avoided?	Many signs are faded.
4 Sign supports ▪ Are sign supports out of the clear zone? ▪ If not, are they: o Frangible? o Shielded by barriers (eg. guard fence, crash cushions)?	This is considered a low-speed environment.
6.5 Markings and delineation	
1 General Issues ▪ Is the line marking and delineation: o Appropriate for the function of the road? o Consistent along the route? o Likely to be effective under all expected conditions? (day, night, wet, dry, fog, rising and setting sun position, oncoming headlights, etc) ▪ Is the pavement free of excessive markings? (eg. unnecessary turn arrows, unnecessary barrier lines, etc.)	Remnant linemarking exists and is confusing.
2 Centrelines, edgelines, lane lines ▪ Are centrelines, edgelines, and lane lines provided? If not, do drivers have adequate guidance? ▪ Are RRPM's required? ▪ If RRPM's are installed, are they correctly placed, correct colours, in good condition? ▪ Are profiled (audible) edgelines provided where required? ▪ Is the linemarking in good condition? ▪ Is there sufficient contrast between linemarking and pavement colour?	Remnant linemarking exists and is confusing. One section has dashed line between parking lane and travel lane.
3 Guideposts and reflectors ▪ Are guideposts appropriately installed? ▪ Are delineators clearly visible? ▪ Are the correct colours used for the delineators? ▪ Are the delineators on guard fences, crash barriers and bridge railings consistent with those on guideposts?	Yes.

Checklist questions	Comments
4 Curve warning and delineation ▪ Are curve warning signs and advisory speed signs installed where required? ▪ Are advisory speed signs consistent along the route? ▪ Are the signs correctly located in relation to the curve? (ie. not too far in advance) ▪ Are the signs large enough? ▪ Are chevron alignment markers (CAMs) installed where required? ▪ Is the positioning of CAMs satisfactory to provide guidance around the curve? ▪ Are the CAMs the correct size? ▪ Are CAMs confined to curves (not used to delineate islands, etc)?	Yes.
6.6 Crash barriers and clear zones	
1 Clear zones ▪ Is the clear zone width traversable (i.e. drivable)? ▪ Is the clear zone width free of rigid fixtures? (if not, can all of these rigid fixtures be removed or shielded?) ▪ Are all power poles, trees, etc., at a safe distance from the traffic paths? ▪ Is the appropriate treatment or shielding provided for any objects within the clear zone?	This is considered to be a low-speed environment.
2 Crash barriers ▪ Are crash barriers installed where necessary? ▪ Are crash barriers installed at all necessary locations in accordance with the relevant guidelines? ▪ Are the barrier systems suitable for the purpose? ▪ Are the crash barriers correctly installed? ▪ Is the length of crash barrier at each installation adequate? ▪ Is guard fence attached correctly to bridge railings? ▪ Is there sufficient width between the barrier and the edge line to contain a broken down vehicle?	Guardrail at the Bennett Street intersection has fishtail terminal. However, as this is a low-speed environment, and the terminal is tucked well into the side road, this has not been raised as an issue.
3 End treatments ▪ Are end treatments constructed correctly? ▪ Is there a safe run off area behind breakaway terminals?	See above.
4 Fences ▪ Are pedestrian fences frangible? ▪ Are vehicles safe from being "speared" by horizontal fence railings located within the clear zone?	Yes.
5 Visibility of barriers and fences ▪ Is there adequate delineation and visibility of crash barriers and fences at night?	Yes.
6.7 Traffic signals	

Checklist questions	Comments
1 Operations ▪ Are traffic signals operating correctly? ▪ Are the number, location and type of signal displays appropriate for the traffic mix and traffic environment? ▪ Where necessary, are there provisions for visually impaired pedestrians (eg. audio-tactile push buttons, tactile markings)? ▪ Where necessary, are there provisions for elderly or disabled pedestrians (eg. extended green or clearance phase)? ▪ Is the controller located in a safe position? (i.e. where it is unlikely to be hit, but maintenance access is safe) ▪ Is the condition (especially skid resistance) of the road surface on the approaches satisfactory?	Some traffic signals obscured.
2 Visibility ▪ Are traffic signals clearly visible to approaching motorists? ▪ Is there adequate stopping sight distance to the ends of possible vehicle queues? ▪ Have any visibility problems that could be caused by the rising or setting sun been addressed? ▪ Are signal displays shielded so that they can be seen only by the motorists for whom they are intended? ▪ Where signal displays are not visible from an adequate distance, are signal warning signs and/or flashing lights installed? ▪ Where signals are mounted high for visibility over crests, is there adequate stopping sight distance to the ends of traffic queues? ▪ Is the primary signal free from obstructions on the nearside footway to approaching drivers? (trees, light poles, signs, bus stops, etc)	Some traffic signals obscured.
6.8 Pedestrians and cyclists	
1 General issues ▪ Are there appropriate travel paths and crossing points for pedestrians and cyclists? ▪ Are safety fences installed where necessary to guide pedestrians and cyclists to crossings or overpasses? ▪ Are safety barriers installed where necessary to separate vehicle, pedestrian and cyclist flows? ▪ Are pedestrian and bicycle facilities suitable for night use?	Lack of refuge spaces at roundabouts due to lack of raised splitter islands, or raised splitter islands being too small.

Checklist questions	Comments
2 Pedestrians ▪ Is there adequate separation distance between vehicular traffic and pedestrians on footways? ▪ Is there an adequate number of pedestrian crossings along the route? ▪ At crossing points is fencing oriented so pedestrians face oncoming traffic? ▪ Is there adequate provision for the elderly, the disabled, children, wheelchairs and baby carriages (eg. holding rails, kerb and median crossings, ramps)? ▪ Are adequate hand rails provided where necessary (eg. on bridges, ramps)? ▪ Is signing about pedestrians near schools adequate and effective? ▪ Is signing about pedestrians near any hospital adequate and effective? ▪ Is the distance from the stop line to a cross walk sufficient for truck drivers to see pedestrians?	See above.
3 Cyclists ▪ Is the pavement width adequate for the number of cyclists using the route? ▪ Is the bicycle route continuous (i.e. free of squeeze points or gaps)? ▪ Are drainage pit grates 'bicycle safe'?	The concrete separator-kerbs appear to be a cycleway work-in-progress. The current state lacks legibility.
4 Public transport ▪ Are bus stops safely located with adequate visibility and clearance to the traffic lane? ▪ Are bus stops in rural areas sign posted in advance? ▪ Are shelters and seats located safely to ensure that sight lines are not impeded? Is clearance to the road adequate? ▪ Is the height and shape of the kerb at bus stops suitable for pedestrians and bus drivers?	Two bus stops identified where buses cannot pull over and stand clear of the traffic lane.
6.9 Bridges and culverts	
1 Design features ▪ Are bridges and culverts the full formation width? ▪ Are bridge and culvert carriageway widths consistent with approach conditions? ▪ Is the approach alignment compatible with the 85th percentile travel speed? ▪ Have warning signs been erected if either of the above two conditions (I.e. width and speed) are not met?	NA.
2 Crash barriers ▪ Are there suitable traffic barriers on bridges and culverts and their approaches to shield errant vehicles? ▪ Is the connection between barrier and bridge safe? ▪ Is the bridge free of kerbing which would reduce the effectiveness of barriers or rails?	NA with respects to bridges/ culverts.
3 Miscellaneous ▪ Are pedestrian facilities on the bridge appropriate and safe? ▪ Is fishing from the bridge prohibited? If not, has provision been made for "safe" fishing? ▪ Does delineation continue over the bridge?	NA.

Checklist questions	Comments
6.10 Pavement	
1 Pavement defects ▪ Is the pavement free of defects (eg. excessive roughness or rutting, potholes, loose material, etc) which could result in safety problems (eg. loss of steering control)? ▪ Is the condition of the pavement edges satisfactory? ▪ Is the transition from pavement to shoulder free of dangerous edge drop offs?	Yes.
2 Skid resistance ▪ Does the pavement appear to have adequate skid resistance, particularly on curves, steep grades and approaches to intersections? ▪ Has skid resistance testing been carried out where necessary?	Yes.
3 Ponding ▪ Is the pavement free of areas where ponding or sheet flow of water could contribute to safety problems?	Yes.
4 Loose stones/material ▪ Is the pavement free of loose stones and other material?	Yes.
6.11 Parking	
1 General issues ▪ Are the provisions for or restrictions on parking satisfactory in relation to traffic safety? ▪ Is the frequency of the parking turnover compatible with the safety of the route? ▪ Is there sufficient parking for delivery vehicles so that safety problems due to double parking do not occur? ▪ Are parking manoeuvres along the route possible without causing safety problems? (eg. angle parking) ▪ Is the sight distance at intersections and along the route, unaffected by parked vehicles?	Parking issues noted adjacent to the concrete separator-kerbs. Stopped buses may obscure visibility to some traffic signals.
6.12 Provision for heavy vehicles	
1 Design issues ▪ Are overtaking opportunities available for heavy vehicles where volumes are high? ▪ Does the route generally cater for the size of vehicle likely to use it? ▪ Is there adequate manoeuvring room for large vehicles along the route, at intersections, roundabouts, etc.? ▪ Is access to rest areas and truck parking areas adequate for the size of vehicle expected? (Consider acceleration, deceleration, shoulder widths, etc.)	Long vehicle swept paths could be constraining factor to having raised splitter islands at the two roundabouts.

Checklist questions	Comments
2 Pavement/shoulder quality ▪ Are shoulders sealed at bends to provide additional pavement for long vehicles? ▪ Is the pavement width adequate for heavy vehicles? ▪ In general, is the pavement quality sufficient for the safe travel of heavy and oversized vehicles? ▪ On truck routes, are reflective devices appropriate for truck drivers' eye heights?	Yes.
6.13 Floodways and causeways	
1 Ponding, flooding ▪ Are all sections of the route free from ponding or flow across the road during wet weather? ▪ If there is ponding or flow across the road during wet weather, is there appropriate signposting? ▪ Are floodways and causeways correctly signposted?	Yes.
2 Safety of devices ▪ Are all culverts or drainage structures located outside the clear roadside recovery area? ▪ If not, are they shielded from the possibility of vehicle collision?	NA.
6.14 Miscellaneous	
1 Landscaping ▪ Is landscaping in accordance with guidelines (eg. clearances, sight distance)? ▪ Will existing clearances and sight distances be maintained following future plant growth? ▪ Does the landscaping at roundabouts avoid visibility problems?	Sight-obstructing trees identified.
2 Temporary works ▪ Are all locations free of construction or maintenance equipment that is no longer required? ▪ Are all locations free of signs or temporary traffic control devices that are no longer required?	Yes.
3 Headlight glare ▪ Have any problems that could be caused by headlight glare been addressed (eg. a two-way service road close to main traffic lanes, the use of glare fencing or screening)?	Yes. Low speed environment.
4 Roadside activities ▪ Are the road boundaries free of any activities that are likely to distract drivers? ▪ Are all advertising signs installed so that they do not constitute a hazard?	Yes.
5 Errant vehicles ▪ Is the roadside furniture on the verges and footways free of damage from errant vehicles which could indicate a possible problem, hazard or conflict at the site?	Yes. This is a low-speed environment.

Checklist questions	Comments
6 Other safety issues ▪ Is the embankment stability safe? ▪ Is the route free of unsafe overhanging branches? ▪ Is the route free of visibility obstructions caused by long grass? ▪ Are any high wind areas safely dealt with? ▪ If back to back median kerbing is used is it: o Adequately delineated? o Obvious where it starts? o Obvious at intersections? o Unlikely to be a hazard to pedestrians?	NA.
7 Rest Areas ▪ Is the location of rest areas and truck parking areas along the route appropriate? ▪ Is there adequate sight distance to the exit and entry points from rest areas and truck parking areas at all times of the day?	NA.
8 Animals ▪ Is the route free from large numbers of animals (eg. cattle, sheep, kangaroos, koalas, wombats, etc.)? ▪ If not, is it protected by animal-proof fencing?	Yes.

Ref: NBC-PROJ-0008-13 Commentary on do nothing option

22/3/2024

Phillip Devon
Manager, Transport Network
Northern Beaches
E: Phillip.Devon@northernbeaches.nsw.gov.au

Dear Phillip,

Oliver Street-Bennett Street: Commentary on "do nothing" option

I refer to our recent discussion on the proposed Oliver Street-Bennett Street-Park Street cycleway, between Lawrence Street and John Fisher Park. You requested my professional opinion and commentary on the road safety implications of the "do nothing" option. This refers to the option of retaining the pre-project layouts and not proceeding with the cycleway project.

Description of pre-project conditions

Under the pre-project conditions, the cross-sectional layout of Oliver Street-Bennett Street typically consisted of a narrow parking lane (marked A in Figure 1), an on-road bicycle lane (B) and a traffic lane (C), with the mirror image of this provided in the opposite direction.

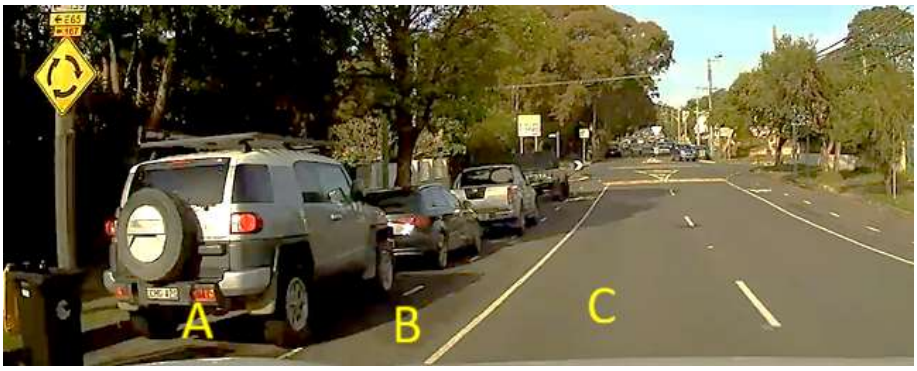


Figure 1: Looking southbound along Oliver Street, from north of Wyndora Avenue, showing the typical cross-sectional layout and items A, B and C.

At a high-level, this cross-sectional layout presented several road safety risks involving cyclists, as follows:

- Cyclists were under threat of being impacted by opened doors of parked cars. Often car occupants open the doors unsuspectingly and/or have poor rearward visibility to the approaching cyclist. The B and C pillars of sedans are typical obstructions to visibility. Most vehicles' side mirrors are curved to improve the width of the reflected image. This distorts the size of images in the reflection, and affects distance perception. The door opening envelope encroached well into the bicycle lane with no safety margin.

- Cyclists would need to be conscious of pedestrians/ passengers moving to and from parked cars, including those boarding and alighting from the parked vehicle. The driver side door is almost always opened and closed in a single parking transaction. This is a contrast to other

doors of the vehicle which may be more seldom used/ opened (depending on the number and seating position of the occupants).

- Cyclists would be exposed to snagging on components of the vehicle that extend into the bicycle lane. For example, side mirrors, truck boxes and ute trays.

- Realistically, with the frequent risks of impacting car occupants and the parked cars themselves, many cyclists would refrain from using the bicycle lane and would simply track in the traffic lane. This defeats the purpose of the bicycle lane as there is no longer a lateral separation between road vehicles in the traffic lane and cyclists in the bicycle lane. There is also somewhat of a *shyline effect*, which is the tendency of a road vehicle controller to veer away from objects and obstructions when there is a perceived risk of impacting them. In this case, a cyclist moving along the bicycle lane with moderate to high speed would tend to veer to the right to distance themselves from the parked car.

- The movement of cars into and out of kerbside parking positions inevitably requires crossing of the bicycle lane. A particularly impactful manoeuvre is the parallel parking manoeuvre, which involves a reverse left-right weave and one where the drivers' visibility is reliant on side mirrors and the rear-vision mirror. Not all vehicles are fitted with reversing cameras.

Description of the proposed layout

The project proposes a separated two-way cycleway channel on the eastern side of Oliver Street. As shown in Figure 2, this will be separated from the road traffic lanes by a raised island. A parking lane will be positioned adjacent to the cycleway channel, followed by the travel lanes in each direction, and followed by the parking and bus stop lane of the opposing direction.

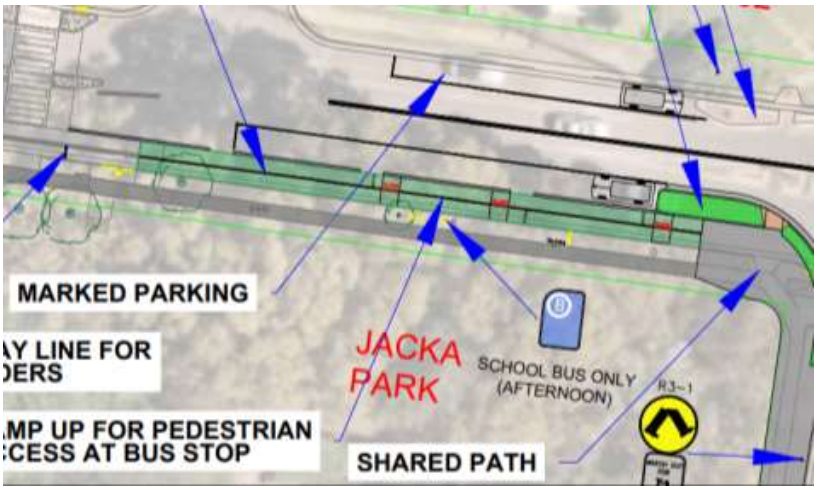


Figure 2: The typical cross-sectional layout of the proposed scheme including the two-way cycleway on the eastern side of Oliver Street.

At a high level, this scheme will offer the following safety improvements:

- Firstly, the cycleway is a two-way facility. There will no longer be a bicycle lane adjacent to the northbound road traffic lane. This means that there is only one "interface" between the bicycle facility and the road traffic lanes, instead of two interfaces in the original pre-project scheme. Furthermore, assuming that cyclists keep to their respective lanes, the southbound cyclist would have very little spatial interaction with the parked cars. This cycleway lane would be offset from the parking lane by the width of the northbound cycleway lane plus the raised median. There would be very little door opening envelope that encroaches into this cycleway lane.

- Admittedly, the door opening envelope still encroaches over the northbound cycleway lane. However, there are two improvements over the proposed scheme – (a) this cycleway lane at least has some offset from the parked car via the raised separator islands and (b) the doors that conflict with the cycleway are on the passenger side of the car. With respect to the last point, as indicated previously, the driver side door is the most frequently opened/ closed door as inevitably all vehicles require a driver. By contrast, the passenger side doors are relatively less frequently used doors and greatly depend on the number and seating positions of the occupants.

- The car door that creates the conflict with cyclists is on the passenger side of the vehicle and the parked vehicle would face southwards. The bicycle travel direction that is most immediately affected is the northbound travel direction. This means that the alighting passenger and the cyclists would be facing each other and hence have better visibility of each other. It also means that the passenger would be more likely to see the approaching cyclist even if they make no conscious effort to look out for cyclists. This is a major contrast to the do nothing scenario where the conflicting driver would need clear *rearward* visibility to assess for approaching cyclists. The do nothing scenario also requires the driver to make a conscious effort to look out for cyclists.

- Drivers that move to and from the parked car will still need to cross the cycleway lanes. However, this becomes a more conscious and planned movement. The driver is more able to assess the safety of entering and walking over the cycleway lane. By contrast, under the pre-project scheme, as soon as the driver opens the car door, they would be exposed to conflicts by approaching and passing cyclists.

- There is less risk of cyclists snagging on vehicle components since there is a separator island that creates more offset between the parked car and the cycleway.

- The proposed layout also means there is no spatial overlap between the vehicles moving into and out of the parked positions versus the cyclists. The conflict is almost eliminated compared with the do nothing option.

Conclusions

Using this high-level comparison, there are numerous and distinct road safety advantages in adopting the proposed scenario over the do nothing option. This includes the elimination of some *vehicle-bicycle* conflicts, as well as conversion of other conflicts to less severe and more controlled conflicts with better margins for error.

There is merit in promoting the proposed scenario due to the significant road safety improvements and reductions in risk exposure, particularly for cyclists and patrons of parked vehicles.

As indicated, this is a high-level assessment to determine the relative benefits between the two options. This is not an admission or claim that the proposed scenario is flawless. The proposal has been and would still need to be checked for residual risks and safety improvement opportunities.

If there are any queries regarding this letter, please contact me on the details below.

Kind regards



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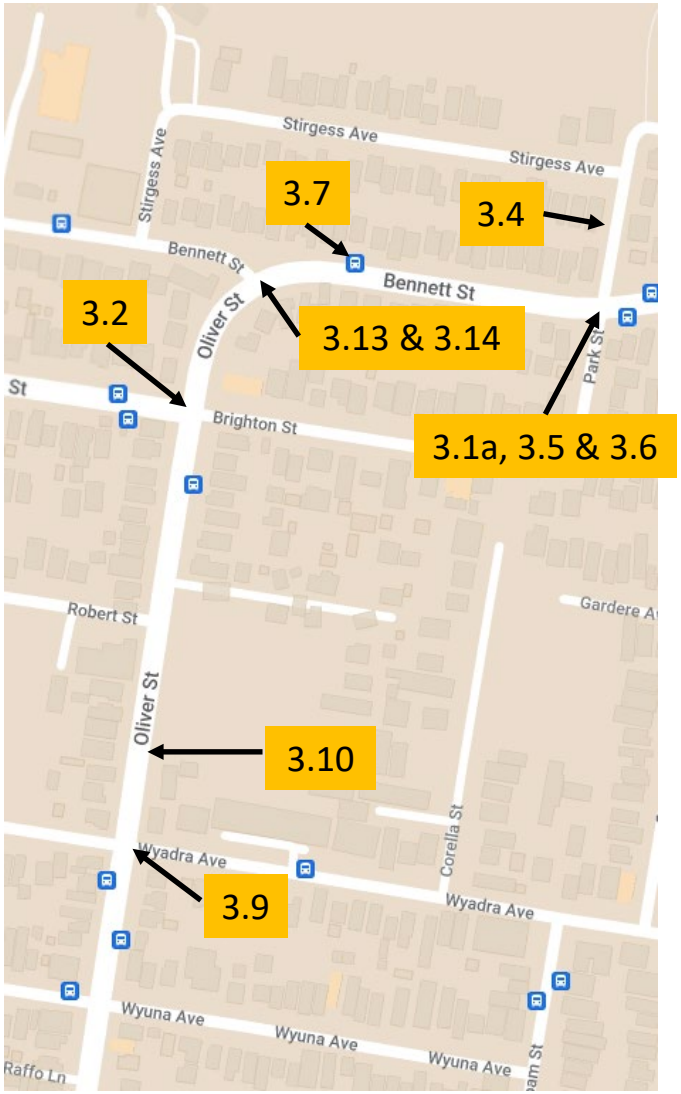
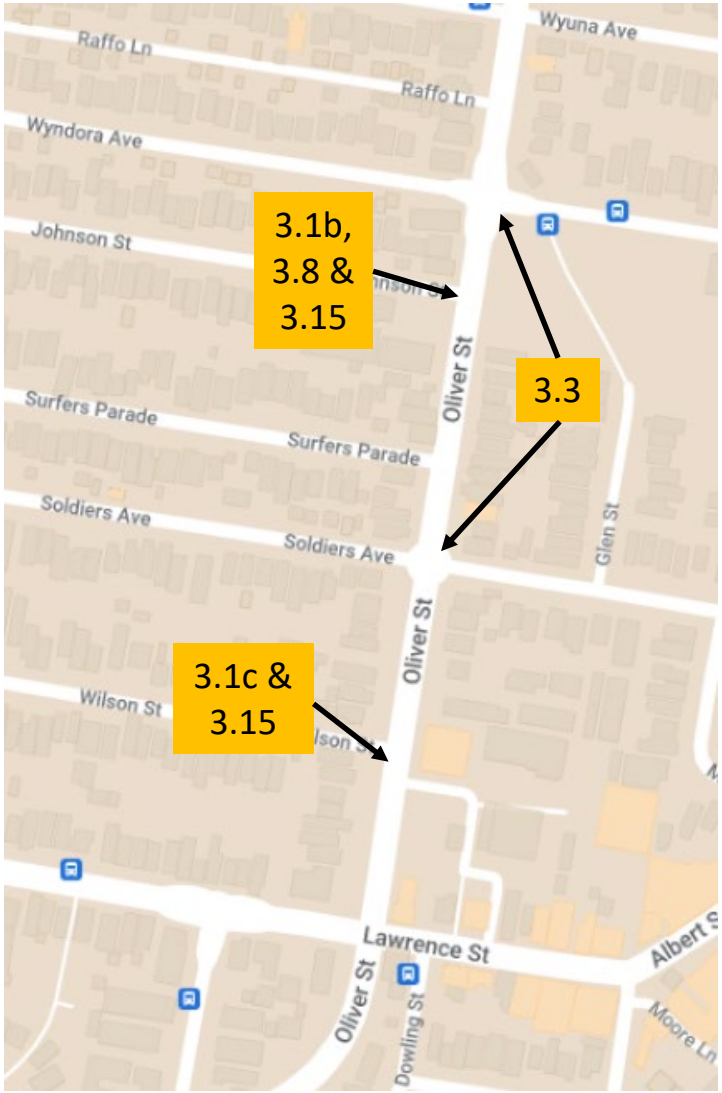
Map of Proposed Improvements from Road Safety Audit Outcomes (Design)

Curl Curl – Freshwater Connectivity and Streetscape Upgrade





Improvements across whole route:

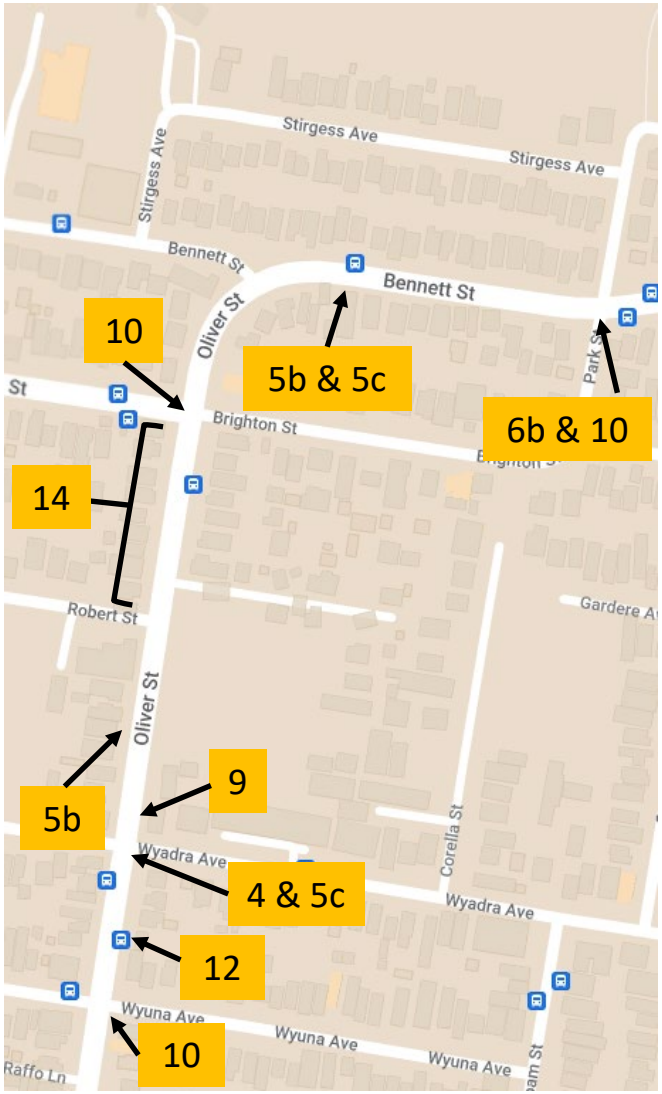
1. Lines and signs

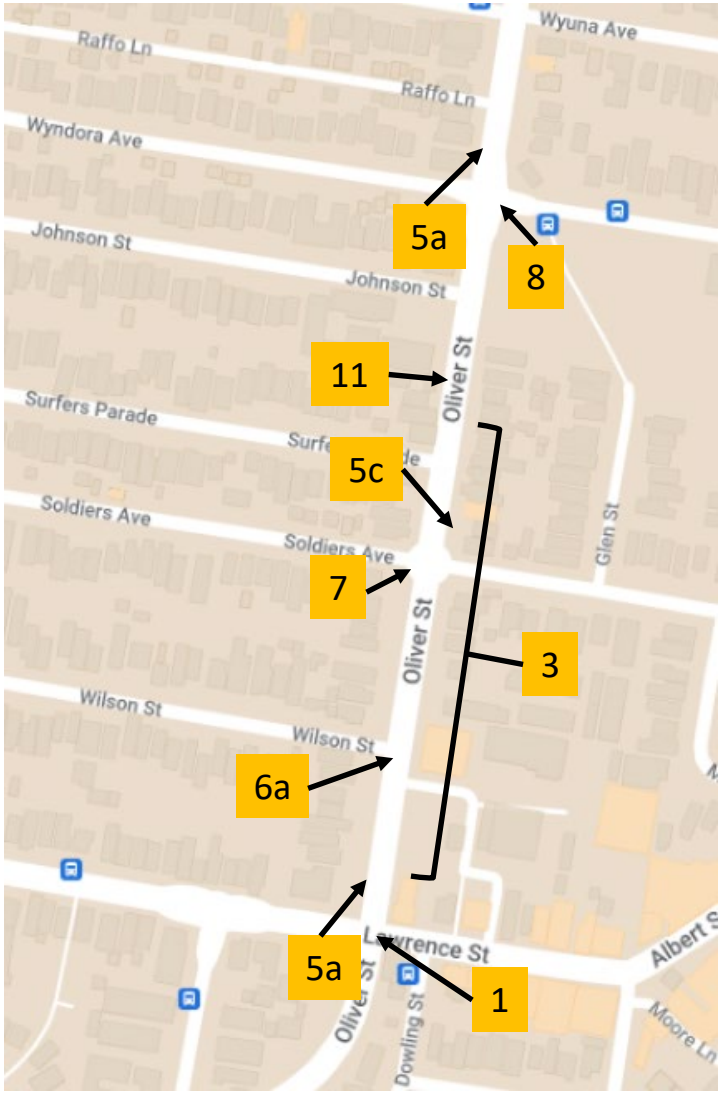
LEGEND

3.1a - Adjust Centreline Alignment
3.1b - Shorten parking bay and adjust centreline alignment
3.1c - Centreline alignment
3.2 – Hatching to be added
3.3 – Flare centrelines on approach and departure of roundabouts, add centrelines on side streets
3.4 – Extra signage and hatching on road
3.5 – Signage for west bound cyclists to join at Park St
3.6 – Give way line adjusted
3.7 – Install barrier on bus stop, monitor if necessary
3.8 – At level crossing at bus stop added over bike path
3.9 – Redesign ramps
3.10 – Line marking added to warn users of conflict point
3.11 – Signage locations adjusted
3.13 – Widen corner if possible
3.14 – Intersection lane marking adjusted
3.15 – Zebra lines extended

Map of Proposed Improvements from Road Safety Audit Outcomes (Existing)

Curl Curl – Freshwater Connectivity and Streetscape Upgrade





Improvements across whole route:

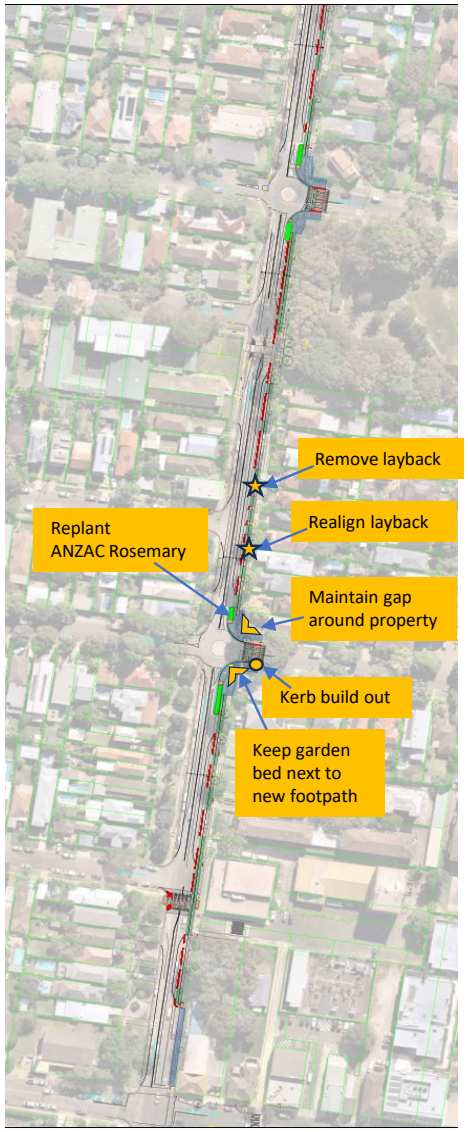
- Line marking
- Bike Warning Signs on side streets

LEGEND

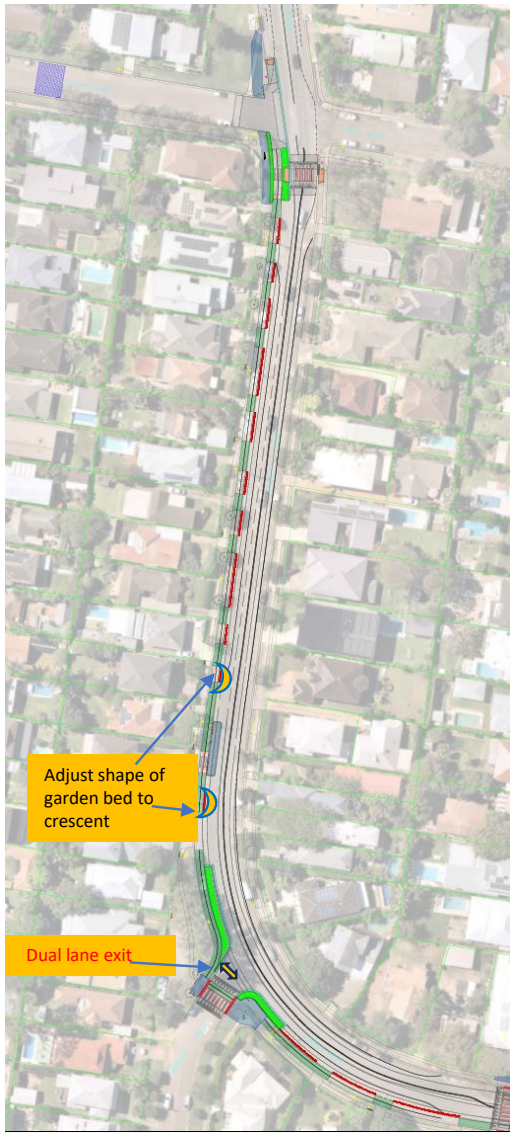
1. Prune Vegetation
2. Line marking as per plans (across whole route)
3. Proposed construction of whole project gives consistent cross section
4. Tree pruning
5. Signage maintenance
6. Crossing upgrade as per plans & proposal to formalise bus zone
7. Build out kerbs as per plans and signage maintenance
8. Signage maintenance and new crossing proposed as per plans
9. Investigate new bus shelter and movement of traffic light pole to align with new kerb build out, subject to approval
10. Intersection upgrade as per plans and install BB line subject to LTC approval
11. Bus zone improvement proposed
12. Bus stop removal as per plans

Map of Localised Improvements

Curl Curl – Freshwater Connectivity and Streetscape Upgrade







Improvements across whole route:

- Amenity of bus platforms
- Conduct tree pruning
- Provide bike wayfinding

Note: further adjustments may be made to accommodate bin placement.

Map of Proposed Rumble Strips at bus stop crossings, St Johns crossing, Wilson St crossing, entry to shared zone at Harbord PS
Curl Curl – Freshwater Connectivity and Streetscape Upgrade





