

Memo to Councillors

Workforce & Technology

To: Mayor and Councillors

From: Karen Twitchett
Director Workforce and Technology

Date: 23 June 2020

Subject: Item 9.2 Outcome of Exhibition and Adoption of Delivery Program 2020-2024 and Operational Plan 2020/21 - Correction and Late Submissions Addendum

Record Number: 2020/364503

Correction

I bring to your attention typographical errors on the Council report in respect to the above item. The table on this page shows the key themes and issues raised as part of submissions. The information is repeated below, with the correct figure underlined and the incorrect figure in strikethrough.

Page 51:

Themes	No.
<ul style="list-style-type: none"> Rate increase – oppose (<u>2,039</u> 2,030), support rate rise (2) and subsidy (2) 	2,043

Page 56:

Themes	No.
<ul style="list-style-type: none"> No increase in fees 2020/21 (<u>1,981</u> 4,970), support fee increase (2) 	1,983

Note: the numbers above do not include the late submissions which are dealt with in Appendix 1.

Late submissions addendum

In an email dated 11 June 2020, the Chief Executive Officer advised Councillors late submissions would be tabled at the meeting.

A total of 43 people made late submissions bring the total number of people making submissions to 2,316. These submissions were analysed and a response to issues raised is at **Annexure 1** along with a revised count on the issues.

The verbatim of these submissions are at **Annexure 2**.

Should you require any further information about matters raised in this memo please contact my office on 8495 5200.



Karen Twitchett
Director Workforce and Technology

Annexure 1

Issues and responses

Issue	Total No (Additions) ¹	Response
Delivery Program exhibition		
Comment - compliments on the Delivery program	6 (+1)	Noted
Amenities		
Project Request: Church Point Wharf Toilet Upgrade	5 (+5)	It is agreed that these facilities are in average condition. Currently they have not been allocated any direct funding for renewal, but are provisionally phased to be refurbished in Year 4 of the Public Amenities Renewal Program
Project Request: Public Toilet on Scotland Island	2 (+2)	Council note this request and will investigate the need further as this has not been assessed or envisaged in the current works program
Waste service		
Suggestion - providing online ability to search for Northern Beaches coffee shops that support the use of keep cups	1 (+1)	Responsible Cafés is an established network promoting and mapping cafes that support reusables. Council is liaising with a number of stakeholders, including Responsible Cafes with a view to aligning waste education and amplify single use plastic reduction messages including locality based information (maps) about local businesses offering reusable options.
Suggestion for Church Point Wharf - introduce a glass and can recycling bin	1 (+1)	Council will assess the site and surrounding areas to determine the number, type and location of public place waste and recycling bins
Suggestion - Install cigarette bins near Church Point reserve, and Mona Vale at the northern end of Woolworths	1 (+1)	Council will carry out a litter audit of these sites to determine the need and location of cigarette butt bins.
Offshore waste service		
Suggestion - that green bins/bulka bags be introduced to several offshore wharfs with regular pickup, to help	12 (+8)	Council is currently commencing a review of the bin and wharf based services to the offshore communities and will be communicating with residents regarding this in the coming months.

¹ The text in blue font is the number of times the issue was raised in late submissions. The Total number includes the number reflected in the Council report plus late submissions

Issue	Total No (Additions) ¹	Response
manage the large load of green waste from these areas, with a service priced to reflect the cost of barge operation. Requests for collection ranging from every 2 weeks to 2 months		
Bushland		
Concern re maintenance of bushland, weed control and fire hazard reduction in reserves and roadsides on Scotland Island	5 (+5)	<p>Council's bushland program has several bush regeneration contracts on the Island, controlling weeds and improving the bushland health of reserves. Our nursery volunteers collect local seed on the island to propagate and return for planting, to retain the local integrity (provenance) of the bushland. We also support two local volunteer Bushcare groups, which have been less active recently due to COVID restrictions, offset by additional work by redeployed Council staff at this time. We also bring in extra volunteers annually from around Sydney through the Local Land Service's Floating Landcare program.</p> <p>Council undertakes fire hazard reduction by burns and vegetation removal in reserves. We also assist residents to reduce excessive growth and fine fuel on their own properties, most recently in December 2019 by providing equipment and free pickup of vegetation. Council continues to work with the residents' group to address areas of concern.</p>
Wastewater		
Concern - sewage pollution in Pittwater from residences in Scotland Island and other foreshores, and the need for reticulated sewerage	18 (+15)	<p>Council's teams in Environmental Compliance and Environment and Climate Change work in collaboration to manage human health and water quality issues throughout the LGA, including around Scotland Island and in the Pittwater estuary. Council undertakes a water quality monitoring program in Pittwater with results being in the 'A' Category for the last few years. All reports of environmental pollution are taken seriously and investigated by Environment Compliance.</p> <p>Council is finalising a feasibility study on behalf of the State Government considering options and feasibility for water supply and a reticulated sewerage system on the island, supported by NSW Government funding. The project is being administered by Council with the involvement of a working group comprising local representatives. In the coming months, the findings of</p>

Issue	Total No (Additions) ¹	Response
		the feasibility study will be reported back to the State Government, Council and the community. Budget for works may be allocated in outer years depending on the preferred option.
Fees for Wastewater		
Concern - Additional fees for waste water system on Scotland Island	4 (+4)	<p>There has been no additional fee proposed for On-Site Sewage Management System for this year, and the current fees have been in place since amalgamation. Council operates an inspection program to ensure systematic and ongoing management of sewage management systems. Inspections are conducted on risk-based principles. Aerated wastewater treatment systems (such as 'Envirocycle' and 'Clearwater') use sensitive biological agents, mechanical systems and chemical processes to produce a higher quality effluent than a standard septic tank. Aerated systems must be carefully managed and serviced to keep them working well and safely. The quarterly servicing is entirely different to Councils inspection for Approval to Operate an On-Site Sewage Management System.</p> <p>Service agents check the internal components, but do not always check the public health and environmental impacts of effluent disposal, changes in site conditions or missing signage. Unlike standard septic systems, aerated systems often discharge effluent above ground where it can easily run-off into adjoining land and waterways. Should the treatment process fail, aerated systems can become serious sewage pollution hazards. Such failures may be caused by factors like using the wrong type of household cleaning agents, leaving the system unattended for extended periods, excess hydraulic loading or depletion of the treatment chemicals.</p> <p>Council is committed to managing the local environment and protecting public health. Certain lands within the Northern Beaches Local Government Area (LGA) do not have access to the Sydney Water Sewerage System and are therefore reliant on providing on-site sewage management systems (OSMS) to treat and dispose of sewage. It must be acknowledged that even a system that is achieving optimal performance may pose a potential risk to public health and the environment if it is located in a range of extremely sensitive environments. Therefore Council has an inspection programme for On-Site Sewage Management Systems.</p> <p>Landowners with aerated systems have to register for Council approval in the same way as other septic</p>

Issue	Total No (Additions) ¹	Response
		<p>system owners. Council does not intend to undertake the service of AWTs systems but reviews the agent reports. It is mandatory for your service agent to provide the report to Council within two weeks of the service being completed.</p> <p>The waste management fee is associated with waste and recycling not On-Site Sewage Management Systems, Despite rising costs of recycling, Council is delivering savings and keeping costs contained for Northern Beaches households. The standard service is designed to meet the needs of most residents.</p>
Finance		
Question regarding people who moor boats under the pedestrian ramp to avoid purchasing a permit, as well as financial relief for fees and charges.	1 (+1)	Thank you for bringing this matter to our attention. Regular inspections will include checking boats moored under the pedestrian ramp. The Council supports pensioners through rebates on their rates notice. While additional discounts are not available on the wharf boat tie up fee, this fee is charged to the community to recover the costs of constructing and maintaining the wharves and can be paid on a 6 monthly basis.
Opposed to rate rise	2,041 (+2)	<p>Council has applied the 2.6% Rate Peg based on the Local Government Cost Index increase in preparing the 2020/2021 Delivery Program and Budget.</p> <p>Council recognises that the current situation with COVID-19 may result in financial impacts for some of our ratepayers which could result in difficulties in paying rates and annual charges, along with other fees and charges invoiced by Council, as they fall due. Council has a policy to provide assistance for ratepayers experiencing genuine financial hardship.</p>
Opposed to Mayor/ Councillor fee rise	1,920 (+2)	The Local Government Remuneration Tribunal has not released its 2020 Report or Determination on Mayor and Councillor Fees.
Leadership including Mayor should take a pay cut	1,978 (+2)	Remuneration for Council staff is provided for in contracts of employment and the Local Government Award. The CEO, Directors and Executive Managers have agreed not to accept any increase to their pay this year, rather donating it to a Workplace Giving Initiative to provide support to local charities and community groups. Further, the Local Government Remuneration Tribunal has not released its 2020 Report or Determination on Mayor and Councillor Fees.

Issue	Total No (Additions) ¹	Response
Cut the new vehicle budget by 50%	1,955 (+2)	Council has a 10-year plant and fleet replacement program. The program is based on the optimum replacement period for both operational requirements and to achieve a sufficient resale price to part fund the replacement program. There is a high degree of variability in the capital expenditure required from year to year in this asset class, due to the timing of scheduled replacements, particularly for larger items such as waste compactors. Council has established a reserve which provides for the variations from year to year, demonstrating prudence through long term financial planning and stability.
Maintain or increase infrastructure investment	1,969 (+2)	While some reductions in the capital works program have been made, both to allow an extension of time for community consultation and to provide us with capacity to respond to the COVID-19 pandemic, we are focused on supporting our local economy as it recovers from the COVID-19 pandemic and providing opportunities for local contractors through our capital works program. The projects deferred represent the equivalent of nine weeks of capital expenditure.
Council should be more efficient. Suggestions include reviewing operating costs (including salaries), deferring non-essential works and/or mandating a 2% efficiency dividend on Council's \$200m operational budget	1,935 (+2)	<p>The Council's COVID-19 support packages provide \$8.6m in support for the community and small business including a subsidy on every ratepayer's 2020/21 rates notice. We have funded this through reductions in expenditure. Many of the Council's services have also been impacted, with \$12.4m in losses forecast.</p> <p>The Long Term Financial Plan includes efficiency saving targets. The target of \$2.75m for the 2020/21 has been met through the formation of the draft budget.</p>
No fee increase	1,983 (+2)	The Council is proposing to defer changes to user fees to 1 October 2020.
Oppose - increase in the annual waste in general or referencing 10% rise (with a rebate).	1,977 (+2)	<p>The Domestic Waste Management Charge (DWMC) is set to recover the costs of providing the service. For about half of the residents of the Northern Beaches the 2020/2021 DWMC is still lower than it was prior to amalgamation of the three former Councils. The service includes bins, collection services, transport and processing of waste, recyclables and vegetation and landfill.</p> <p>The standard garbage bin size was the same as the current 80 litre bin for approximately 80% of Northern</p>

Issue	Total No (Additions) ¹	Response
		<p>Beaches residents under all prior contracts, with some residents of the former Warringah able to pay extra for a larger bin. The standard household recycling bins have increased in size from 120 litre to 140 litres. The volumes of waste material have increased during this lockdown period. The waste industry has been subject to much change and the costs, especially for processing, have increased considerably for all councils. Despite this, we have been able to the contain costs of providing a modern waste service.</p>
<p>Concern that the proposed rate increase to Terrey Hills and Duffys Forest land zone RU4 will be 31-37% in one year, much higher than other parts of the LGA. Requesting that a new rating sub category be created for Terrey Hills/Duffys Forest to limit the increase on residents and property owners in the area</p>	<p>17 (+2)</p>	<p>The general revaluation undertaken by the Valuer General at 1 July 2019, which must in accordance with s61 of the Valuation of Land Act 1916 be used as the basis of the determination of rates for 2020/21, does not impact Council's total rates income.</p> <p>A general revaluation, which currently occurs once every three years in most council areas, does result in a redistribution of the total amount of rates among individual properties. In total 25 suburbs had average valuation increases equal to or greater than the average increase for all Northern Beaches residential properties (being 1.91%) and 28 suburbs had average valuation increases less than the average increase for all Northern Beaches residential properties. Suburbs such as Balgowlah, Bilgola Plateau, Church Point and Frenchs Forest each on average had a decrease in rates as a result of the current revaluation, whereas in the previous revaluation they had an increase in rates as a result of that revaluation.</p> <p>As noted in IPART's Review of the Local Government Rating System it is important this redistribution is reflected in council rates, as it "ensures changes in the local property market are reflected in the councils' rates model, helping to ensure fairness and equity for ratepayers".</p> <p>In the previous four general revaluations both Terrey Hills and Duffys Forest have generally had either valuation decreases or increases below the local government area averages which generally resulted in rates decreases. Over the past 12 years Duffys Forest and Terrey Hills rates have increased at a lower rate when compared to an average increase of 3.5% per annum for all residential ratepayers in the former Warringah local government area.</p> <p>A property owner who does not agree with the valuation of their land is able to object to the Valuer General</p>

Issue	Total No (Additions) ¹	Response
Support for Council's plans regarding COVID-19 support for local businesses.	5 (+1)	Noted. Thank you.
Roads, traffic and transport issues		
Support for Queenscliff shared path (includes a link to a petition with 1,534 signatories)	12 (+1)	Council is designing an extension of the shared path cycleway from Bridge Road along Queenscliff Road and Dowling Street to Freshwater village.
Project request - footpath program should be focused around schools eg. Pittwater House and St Lukes	2 (+2)	Project priority for footpaths is detailed within the adopted walking plan and reviewed at the end of each four year cycle. The primary criteria and scoring relates to six key categories, as follows: <ul style="list-style-type: none"> • Land-use • Safety • Continuity (i.e. completing missing links) • Traffic impact (road hierarchy) • Pedestrian demand • Proximity to public transport routes
Parking fees should not increase at Church Point car park, commuter wharf	1 (+1)	The Council conducted a review of the funding plan for the 10 year \$6.5 million loan taken out by the former Pittwater Council to part fund the construction of the carpark and surrounding works. The estimates of income received and costs associated with the parking area made at the time the loan was taken out are consistent with the actual results experienced since the car park opened. The 10 year model is supported by a \$500 parking fee, indexed annually by CPI, and contributes towards the funding required to support loan repayments over the same period. This fee structure is consistent with the proposed 2019/20 fee and the community consultation undertaken by the former Pittwater Council at the time. Once this loan is repaid, a reduction in the carpark fee will be proposed.
Request for further details on Scotland Island capital works.	1 (+1)	The program is currently being finalised for the works on Scotland Island for 2020/21 and design underway for future years' programs.
Project request - build formal access on the unused road reserve from Thompson Street to top of Scotland Island	1 (+1)	The program is currently being finalised for the works on Scotland Island for 2020/21 and design underway for future years' programs.

Issue	Total No (Additions) ¹	Response
Request for further details on Bells and Carols wharf update	1 (+1)	The projects have been the subject of considerable public consultation over the past 18 months and there is a dedicated yoursay page on the Council website, including detailed concept plans
Request for further details on Church Point capital works	1 (+1)	<p>In 2009 Council adopted a comprehensive Plan of Management for the Church Point area which intended to balance the needs of the growing offshore community with the onshore community at Church Point. The plan details the construction of a new multi-storey carpark and the consequential realignment of McCarrs Creek Road and land reclamation. During the detailed design process a Road Safety Audit for McCarrs Creek Road highlighted the pinch point created between the road and the General Store as a safety issue for both pedestrians and traffic that needed to be resolved.</p> <p>Funding was included in the 2017/18 Delivery Plan to realign McCarrs Creek Road and enhance the safety of the access road however during the investigation phase it was confirmed that to remove all safety issues at this corner additional environmental approvals were required. The funding was partially rolled into 2018/19 to obtain the required permits from the Office of Environmental Heritage with the remainder to be included in the 2020/21 budget to complete the works.</p> <p>There is also an opportunity to remove other existing safety concerns in the area such as speeding vehicles and pedestrians walking on the road by converting the area into a 40km high pedestrian area and constructing pedestrian crossings and traffic calming features</p>
Scotland Island road requests, including surface and drainage of Richard Road, Florence Terrace, part of Thompson Street; maintenance between Tennis and Cargo Wharf and Bells and Carols Wharf; Thompson Street between the fire station and Carols Wharf and the fire trail	24 (+20)	The program is currently being finalised for the works on Scotland Island for 2020/21 and design underway for future years programs.

Issue	Total No (Additions) ¹	Response
Project request - Improved parking at Church Point, including more spaces for offshore residents and facilities for frail and elderly people	14 (+14)	The parking in the Church Point precinct is to be reviewed in 2021/22 and changes may be considered at that time.
Project request - pedestrian crossing at the bus stop Church Point.	2 (+2)	Further work including a pedestrian crossing near the commuter wharf is planned to be completed in 2020/21
Concern regarding need for additional parking at Church Point in line with redevelopment	2 (+2)	The parking in the Church Point precinct is to be reviewed in 2021/22 and changes may be considered at that time.
Supports Scotland Island residents not being charged to use their buggy on the island.	1 (+1)	The implementation of the Scotland Island Traffic Management plan is to be considered in early 2020/21 and fees may be introduced in the second quarter or beyond.
Concern re insufficient hours of operation for water taxis	1 (+1)	The water taxi operation is not a council controlled venture and as such it is up to the private operator to choose the hours that it can be provided.
Project request - Signage regarding Church Point car park height	1 (+1)	The signage indicates the minimum height throughout the carpark and not the average across the carpark. The entry board could be adjusted to suit but this would lead to damage on the entry to the carpark
Concerns re availability of Church Point parking permits to non-residents	1 (+1)	The parking in the Church Point precinct is to be reviewed in 2021/22 and changes may be considered at that time.
Project request - new footpath along Kambora and Sir Thomas Mitchell [STM] Drives	1 (+1)	Some sections of this route are included in the future program, however they sit outside the current 4 year program.
Project request - Sturdee Parade maintenance	1 (+1)	Recent NBN and Sydney Water projects have left the footpath in a poor state and led to isolated flooding issues. These works are now reaching completion and

Issue	Total No (Additions) ¹	Response
		as such the restoration of the road and footpath will be undertaken in July/August
Project Request - sealing of Scotland Island gutters	1 (+1)	The program is currently being finalised for the works on Scotland Island for 2020/21 and design underway for future years' programs.
Project request - street signs on Scotland Island	1 (+1)	To be rolled out during 2020/21
Project request - street lighting on Scotland Island	1 (+1)	To be considered as part of the upgrade of the road network on Scotland island with final design and implementation to be finalised in late 2020
Request for golf buggies on Scotland Island to be registered	1 (+1)	July/August timeline adjusted due to COVID-19 restrictions.
Concerns re parking at Bay Yacht Racing Association for offshore residents	1 (+1)	This was done at the request of Bay Yacht Racing Association as the area is for all users to park in and the needs of the entire community was considered prior to traffic committee approval.
Project request - footpath Old Barrenjoey Road, Avalon (near Plateau Road)	1 (+1)	This is on the future schedule but sits outside the current four year delivery program.
Project Request - Footpath maintenance Nicholas Avenue and Starkey Street, Forestville	1 (+1)	This is on the future schedule but sits outside the current four year delivery program.
Project request - Collins St, North Narrabeen	1 (+1)	This is on the future schedule but sits outside the current 4 year delivery program.
Project request - footpath for Barrenjoey Road (east side) between The Serpentine (north entrance) and Surfside Ave (laneway entrance)	1 (+1)	This section of road will be upgraded as part of the Coast Walk.

Issue	Total No (Additions) ¹	Response
Project request - resurfacing Pittwater Road from Queenscliff to Brookvale (corner Condamine Street)	1 (+1)	Pittwater Road between Manly and Mona Vale is a state road, under the control of the Transport for NSW.
Project request - resurfacing Pittwater Road from Lismore Avenue Dee Why to Narrabeen bridge	1 (+1)	Pittwater Road between Manly and Mona Vale is a state road, under the control of the Transport for NSW.
Project request - replace wharf signage with up to date Council logos and information for visitors and residents	1 (+1)	This will be programmed to be carried out over the next 12 months as the signage project continues to this category of signs.
Project request - correct the curvature of the road at the bus stop at Church Point and raise the pavement height	1 (+1)	The realignment of the road will be addressed in this year's budget as part of the works at Church Point.
Thank you for the secured funding for the upgrade of Bell and Carols Wharves will make for safer travel to and from the island.	1 (+1)	Noted.
Project request - make a culdesac at eastern end of Windsor Parade in North Narrabeen and beautify with landscaping	1 (+1)	This will be reviewed in the future program when the commercial precinct is upgraded.
Project request - footpath and lighting at Windsor Parade, North Narrabeen	1 (+1)	A footpath in Windsor Parade will be considered when the walking plan is reviewed.

Issue	Total No (Additions) ¹	Response
Project request - pedestrian crossing at Pittwater Road towards Flying Fox Park	1 (+1)	A pedestrian crossing is available in Pittwater Road, near the high school.
Project request - pedestrian crossing at entrance to Rowland Reserve in Bayview	1 (+1)	Council would not consider a pedestrian crossing at this location as the site does not meet the criteria set by TfNSW.
Suggestion - make the Rowland Reserve car park one way traffic	1 (+1)	Council will investigate this request.
Project request - pedestrian crossing Pittwater Road towards Woolworths between Park St and Akuna Lane	1 (+1)	Council approved a design for a pedestrian crossing for the Park Street and Keenan Street intersection at the Traffic Committee held in April 2020. This will be constructed when funding becomes available.
Parking restrictions requested - Maxwell Street at junction of Keenan Street, Waratah Street, Park Street and Government Road Mona Vale	1 (+1)	Vehicles must be parked 10m from the intersection. Council will consider yellow no stopping lines at this location.
No new fees should be associated with the works at Carols and Bells wharf	1 (+1)	The fee is consistent with Cargo Wharf, Careel Bay or Mackerel Beach. Residents who have a Church Point Commuter Wharf permit will only pay \$100 for an additional permit at Cargo Wharf, Bells Wharf and Carols Wharf
Project request - increased tie up space for commuter boats	2 (+2)	Council is exploring options for increasing the number of tie ups at the Commuter Wharf, Church Point. There is also extensive works underway to repair and extend the Bells and Carol's Wharves on the Island. This work aims to improve the safety and accessibility of the two wharves as well as providing over 100 new tie up facilities for resident's boats.
Parks and reserves issues		

Issue	Total No (Additions) ¹	Response
Project request - Tennis Wharf Playground upgrade	1 (+1)	The swing set was replaced last year. Council has identified the climbing frame is in need of repair and undertake this work during the 2020/2021 financial year. In regard to a full upgrade of the facility this request will be considered as part of the Open Space Strategy which will identify and prioritise future playground upgrades.
Project request - playground at Church Point Wharf Ferry	1 (+1)	Council owned land is quite constrained at Church Point and it will be very difficult to locate one given the current size and configuration of the car park, shops and wharf access. Council staff will undertake an investigation and provide input into the Open Space Strategy whether installing a playground at Church Point is feasible for inclusion as an action.
Request for removal of unused or dumped boats on Scotland Island	1 (+1)	Request noted. Council will undertake an audit of the boats currently laying within the Island's parks and reserves and where appropriate remove any derelict or abandoned boats.
Off leash dog area – Scotland Island	1 (+1)	This will be considered as part of the Open Space Strategy which will identify and prioritise future use of open space.
Project request - signage and maps of Bush tracks around Manly Dam.	1 (+1)	This is a priority matter for Manly Dam. New walking trail signs will be installed as part of walking trail upgrades in 2020/21 on the trails upgraded. Existing signs with trail maps in the Manly Dam picnic areas will be updated and replaced.
Community and Belonging		
Opposition to COVID-19 Artwork	13 (+2)	The opposition is noted. Council considered the artwork at its meeting on 26 May 2020 and resolved as follows: That Council acknowledges the over 7,000 members of our Local Government Area who live on the Northern Beaches and work in Arts sector; recognising their consistent contribution to the role the arts play in the mental health and wellbeing of our community; and work with this sector in conjunction with the Arts and

Issue	Total No (Additions) ¹	Response
		<p>Culture and Events teams to establish a number of events and programs that will not only assist, both mentally and financially, our Arts community, but will entertain and positively impact the wellbeing of Northern Beaches residents. Namely:</p> <ol style="list-style-type: none"> 1. The Public Art Working Group commission an artwork as a permanent artwork to a minimum of \$100,000 funded from the allocated Merger Savings Fund, to be included as part of the Coast Walk; to remember, as a narrative, how the Northern Beaches community responded during the COVID-19 pandemic. Such a project may also consider additional funding opportunities with donations from the community. 2. Staff report back on a mass exhibition of work created by Northern Beaches' artists to be held in available galleries, studios, open spaces etc. that will open simultaneously, on the same day late in 2020. 3. The Events team, in conjunction with the Arts & Culture team, investigate and report on the feasibility of holding a series of community performances/concerts/films to be held outdoors and in venues throughout the Northern Beaches LGA to celebrate the opening of venues and the lifting of restrictions. 4. Final expenditure is brought back to Council for endorsement. 5. Council allow for the Chief Executive Officer to determine the priority for implementing this resolution given the current external environment with appropriate notice provided to update councillors with any changes.

Verbatims late submissions

Verbatim – late submissions
<p>Support for Queenscliff shared path</p> <p>Thanks for your letter. I wholeheartedly support the proposed shared path at Queenscliff Road, Queenscliff.</p> <p>I want to thank you for making the roads safer for bike riders.</p>
<p>I strongly support the ramp '680m shared path Bridge Road Queenscliff'. The walkway from Freshwater to Manly has been busier than ever before during this Covid-19 period making it even more obvious that the ramp would open up access to more people in Wheelchairs and with prams and elderly who find the steep stairs challenging.</p>
<p>We support Council's plan for 680m shared path at Bridge Road Queenscliff as we firmly believe it's crucial for the safety of our kids and all our neighbours. We'd appreciate a favourable answer from the council and that the works could start ASAP.</p>
<p>I support Council's plan for 680m shared path at Bridge Road Queenscliff. I've lived in Queenscliff for 19 years and raised 3 children. The access ramp would have made life so much easier.</p> <p>Please make Queenscliff more accessible for locals.</p>
<p>I am aware of a proposal to improve access from Crown Rd Queenscliff/Freshwater down to Queenscliff Beach. I believe this was to add a ramp suitable for mobility assistance walkers and prams and perhaps even wheelchairs. As a local GP, I am aware of many elderly mobility impaired residents in the area.</p> <ol style="list-style-type: none"> 1. At present , numbers allowed to use the buses at any one time, are limited as public transport can be a COVID risk to such elderly residents. 2. There is no longer a supermarket or green grocer in Freshwater for these residents to access easily. 3. I always encourage exercise and fresh air especially for our elderly residents. To be able to access Queenscliff to Manly walk on the pathway and even do some supermarket shopping in manly would be a wonderful addition. 4. I believe that State Government has granted extra funds for local government projects. To assist our elderly residents I would like to encourage Northern Beaches Council to prioritise this mobility access improvement please. I believe it is not planned at this stage, until 2022-23? 5. I believe this initiative would benefit more of our local residents than some of the other recent proposals such increasing the outdoor dining area at Church Point. <p>Please keep me informed of the progress of this initiative</p>

Verbatim – late submissions

I am writing to make a submission on the draft Delivery Program for the council for 2020-2024.

I'm in Cromer but have lived in many areas of the Beaches- I'm baffled by the delivery of footpaths – in relation to schools.

Aside from major shopping centres, the highest pedestrian usage is the area around our schools & (particularly in this time with more cars on the roads at pickups!). Yet I see schools like Pittwater House and St Luke's where there are narrow, unformed footpaths with kids having to zigzag across roads etc. Whereas I see new footpaths going in places like Ambleside St Cromer. Surely the logic should be to focus on fixing the problems at the areas of greatest need- schools!

This email refer to the draft 2020-2024 delivery plan and fees for next financial year. I am a resident of Scotland Island.

Fees:

- the parking fees should not increase at Church Point car park, commuter wharf:
 - o A promise was made at the time of taking the loan for the car park that fees would remain unchanged. Council has quickly forgotten this promise last year, it should remember to act on it now. Noting that the total fees to Council is about 2.5K for a household between rates and access fees. There are more and more people not using the commuter wharf and car park to save on those fees, it could become worst. A gesture from Council is required.
 - o Covid19 means many users have a much reduced disposable income.
 - o No new fees should be associated with the works at Carols and Bells wharf.

Mainland users do not get required to pay a fee when the council decides to upgrade paving or curbs in front of their place.

- Fee for waste disposal is ridiculously high with respect to the low level of servicing.
- Council should clean up when it is their jurisdiction (reserves, etc)

Capital Investment:

- While 163K -300 K are planned for Scotland Island in the next 4 years, the draft plan does not provide the details of the investment. The capital work to be done on Scotland Island is significant, operative costs are not provided, it does not appear any maintenance is taking place and many roads are affected by ongoing wet conditions (weather and sewerage off flow which not even the best design will be able to mitigate). Council should establish a thorough long term maintenance and capital work plan.
- The road on cadastre going from Thompson St to the top of the island does not currently exist. I am not referring to the Elsie Steps but the road facing south. An initiative similar to the Elsie Steps would be a great development for the community.
- Bells and Carols wharf update: very little is indicated on this project. The character of the jetty in Carols must be retained.
- The work to be done at Church Point should be a little more described. The budget is rather limited, while parking is an issue, school bus crossing is also a genuine safety concern.

Operational costs:

Those are not clearly indicated in the budget. At the moment there is very little maintenance done by Council on public land on Scotland Island.

- Parks and reserve require more maintenance:
 - o Carols Park + surroundings need weeding, clearing and tidying
 - o A solution needs to be found between Council and Maritime at Bills Bay. An easy solution would be the purchase by Council of the vacant lot and use as a reserve

Verbatim – late submissions

which will support the community access to the bay (high use area) and potentially support strategic infrastructure such as the waste water and water projects or community development. That land could be the equivalent of Pathilda reserve on the south side.

- Roads are unkept with many gutters and bogging areas. This includes Richard Road, Florence Terrace, part of Thompson St, etc

Overall, there is some projects finally committed to. The approach is however quite piecemeal for Scotland Island. No clear strategic and integrated thinking has been made not only for the local community but also for the character the offshore communities bring to the rest of the area and its visitors. Lastly, the inequity on fees suffered by offshore residents to access their house (noting that 10 years ago, there was strictly no fees and the situation has very little improved) needs to be addressed.

I am writing to make a submission on the draft Delivery Program for the council for 2020-2024.

My name is xxxxxx xxxxx, I live with my husband and x xxxxxxx (x and x year olds)
My comments and suggestions are:

A renovated playground for Tennis wharf in Scotland Island (toddler friendly).
All over northern beaches I have seen all the playgrounds being renovated and looking amazing, even the really small ones or even the ones that are 100-200 metres away from another playground. (e.g. Winnererremy Bay (flying fox) and Bangalow Park). We in Scotland Island still have the exactly same playground as 40 years ago.

Fix the roads in the Scotland island

Specially between Tennis and Cargo wharf, and Bells to Carols. The road and drainage in the area is appalling. There is high traffic of people and cars. I feel like people and buggies have very little impact on the roads but cars and trucks do a lot more damage, so if we allow them to circulate freely we need better roads.

Fix the drainage in Scotland island

The roads have very poor drainage and often when it rains the only park on the island is heavily affected by water runs. Besides problems like Gyardia (which my 3 year old daughter was diagnosed with) it brings problems like Ross River disease.

Implement sewage in Scotland island

Same reasons for disease as above plus all the grey water ends up in Pittwater everytime it rains, lowering the water quality and creating other diseases.

Playground at Church point Ferry wharf

As Church point has always been the community hub I feel like to have an area provided for the kids to play, even if small, would increase quality of life for those around the area and even visitors.

Improve parking at Church Point and change timed parking around area

I truly believe PARKING is one of the major issues for us living on the bays. When we finally had some room to breathe (with the construction of the new car park) Pasadena was renovated and increased the flux of people again, unfortunately nowadays you can never find parking when you get home on the weekends as visitors take all. We pay the highest rate, \$500 dollars to have a sticker to park in Church point (which is much higher than any other suburb e.g. Manly) and we get home at night or day and have NO option, nowhere to park. When we go around the surrounding streets to park they are all timed parking (meaning the people living in

Verbatim – late submissions

church point is protected from visitor parking, but we aren't and we really feel the impact on our everyday life)

In my opinion timed parking shouldn't apply for Church point locals AND Scotland Island and Bays locals that apply for a sticker, just like it is done in other suburbs, if you leave there you should be able to park your car around your house.

Thank you for your consideration on these important matters.

I have lived on the island for 18 years and we have been promised better roads for years and although there has been some patching up they are still far from satisfactory. I would really love to see some action before there is a serious accident. Secondly we need more regular green waste collection as all the excess waste is not only untidy and a health risk but also a fire hazard
I look forward to your comments

I would really like to see

- sewage for Scotland Island as after the rain the pollution in the Pittwater around the island is 10000 times more than it should be!
- also removal of the dumped boats (or unused) as they leak oil, battery acid, and petrol

I am writing to make a submission on the draft Delivery Plan for the council for 202-2024.

My comments and suggestions are:

1. Please consider a Pedestrian Crossing at the bus stop Church Point. This stretch of road makes it extremely dangerous for commuters, especially school children, to cross safely as cars are unable to be seen due to the corners.
2. In relation to extending the boardwalk around the Church Point foreshore, consideration needs to be given to additional parking if the purpose of this development is to attract more visitors to the area with extra dining tables at the Waterfront Cafe.
3. The parking situation at Church Point remains untenable for those who live offshore. Although the offshore residents agreed to pay additional parking fees in order to build the new car park, these additional spaces have been offset by the changes to parking permit times around the surrounding streets. There are not enough parking spaces for all offshore residents, without taking account of the visitor and patron at the Church Point Waterfront Cafe and the Pasadena. PLEASE make the car park available for offshore residents, ie permit holders, as a PRIORITY! This has been particularly highlighted during the COVID 19 lockdown, especially as AUSGRID is taking up approximately 1/3 of the car park.
4. The roads and stormwater situation on Scotland Island remain sub-par. I know of no other roads in Sydney in such terrible state of disrepair. The state of these roads are due to the poor drainage, stormwater run-off and the number of waste water systems pumping (treated) sewage all over the island. I hope that these are considered within the current 4 year budget for upgrade.
5. Council previously undertook a feasibility study of providing sewer to Scotland Island. No results of this have been made available, and I note no mention of this in the current budget. I wonder if this study took toxicity samples of the water seepage

Verbatim – late submissions

pooling around the island?

6. Thank you for providing secured funding for the upgrade of Bell and Carols Wharves. These will make for safer travel to and from the island.

In relation to the draft fees and charges, I make the following comments:

1. Offshore residents pay a lot of money for an unfair parking scheme which does not even guarantee them a parking space (as there are not enough spaces for offshore residents, without the inclusion of visitors to the area). Consideration must be given to a local resident parking scheme, similar to that in other local communities, eg Manly, Palm Beach.

2. The change in legislation to allow council to charge an additional fee for our mandatory waste water system is obscene. We already pay a service charge for this system, which includes the reporting back to council of regular maintenance and any outstanding issues. To pay a further \$300 odd per year for NO ADDITIONAL SERVICE is outrageous.

3. I am pleased to see no mention of the proposed Transport Management Plan for Scotland Island detailed in the current fees and charges. It is unreasonable to expect residents to pay a fee to use their buggy on the island when the roads are in such poor maintained conditions.

Thank you for your consideration of these important matters.

I wish to make the following submission on the draft Delivery Program for the Northern Beaches Council for 2020-2024. I am a resident on Scotland Island and so the focus of this submission is Scotland Island itself, the deficiencies that exist, and the improvements that are urgently needed to rectify the situation. While all the points I make in this submission are clearly not new, I nevertheless would like to strongly add my voice to those of many others pressing for long overdue changes. At present, residents on Scotland Island and other offshore regions suffer huge and unnecessary inconveniences in their daily lives because of deficiencies that have been neglected for far too long by Council and the State Government.

I list them below in point form:

1. There remains a major lack of car parking spaces at Church Point for off shore residents at certain times of the day and night. It is very stressful experience to turn up to Church Point late in the evening after a long day's work on the mainland to find nowhere to park one's car. The uncertainty of not knowing if there will be a space available on arrival is in itself highly anxiety provoking. This is a situation that occurs daily to some of us, and should not happen.

2. There is woefully inadequate tie-up space on the commuter wharf for licenced commuter boats. On most week day mornings, when many off-shore residents have tied up at the wharf to depart for work, the boats are unavoidably staggered several deep due to lack of space. This practice is undesirable and strictly against regulations, but there is nowhere else for the commuter to tie up, and so it occurs. In addition to causing huge inconvenience to other residents trying to get their boats in or out of the collective mess, this multi-layering of the boats increases the risk of personal injury and of accidental damage to the boats and their engines. Council must see the creation of much more tie up space for commuter boats as an urgent priority.

3. It is scandalous that Scotland Island, located well within Metropolitan Sydney, still has no mains sewage system in 2020, despite lip service paid to one over many years. Undoubtedly, this would be a major and expensive undertaking, but the current situation is untenable with the presence of a hodgepodge of multiple systems of various ages, types and effectiveness scattered on individual residential blocks

Verbatim – late submissions

throughout the island. I suspect many are old and less than optimal, even though Council has an inspection regime in place. Here health issues and the protection of the environment of the Island and the surround waters should be of the highest priority. The cost will be high but I am certain that there is much precedence for State Government subsidies in such matters where vital need trumps cost considerations alone.

4. Various road surfaces on the island are in a neglected state and should be improved. Many surfaces are unsealed and badly eroded creating deep irregularities that are a hazard for pedestrians and vehicles, especially in the dark and when wet. These are conditions ripe for accidents to occur, and Council has an obligation to address these needs. While it would be undesirable to improve the roads to the standards seen in mainland suburbs, so losing the rustic charm of the island, improved surfacing is nevertheless crucial. Improved lighting at night will also help to prevent accidents.

5. Hours of operation of the water taxis need to be extended to improve what should be considered an essential service to off-shore residents when the public ferry no longer operates. Recently it has been difficult to catch a water taxi after 8.00 pm. As part of the licencing arrangement, it might be possible to specify certain minimum hours of operation to cover times when offshore residents are returning home late at night or have to leave for the mainland at odd hours for various urgent or non-urgent reasons. I believe there was a time when the water taxi service was available 24 hours a day.

The deficiencies that I have listed above adversely impact substantially the quality of life of all offshore residents, who are unfairly disadvantaged in many ways that onshore residents are not. Accordingly, especially for health, safety, environmental, and perhaps even legal reasons, Council must address and fix these problems with urgency.

I am writing to make a submission on the draft Delivery Program for the council for 2020-2024.

My comments and suggestions are:

1. The provision of adequate car parking for residents at Church Point needs to be urgently addressed. While the Ausgrid works will finish in due course, the subsequent freeing of spaces will be absorbed by increasing tourist traffic to the area with the lifting of covid restrictions. This tourist traffic has already seen a significant increase in recent months and this is during the offseason. During summer the situation for residents will be completely untenable. Residents are rate payers and we need access to our homes.

2. There is a need for improvements to particular roads on Scotland island , most urgently Thompson St between the fire station and Carols wharf. This section of road is heavily rutted. to say the least and could be seen to present a hazard. Thompson St is a major thoroughfare around the island and the standard of surface in no way meets the level of other roads circumnavigating the island.

Thank you for your consideration on these important matters.

Verbatim – late submissions

I write to outline what I think should be the Council's priorities in relation to Scotland Island:

1. installation of mains sewerage

I believe that this would bring considerable environmental and health advantages, including:

- a. cleaner water in Pittwater
- b. fewer mosquitoes: NB the recent arrival of mosquito-born illnesses on and around the island.

Many link the supply of mains water with that of mains sewerage. To my mind the latter should take priority, and certainly it would be unwise to connect the island to the mains water supply without first installing proper sewerage.

2. improvements to the roads

Although the roads have been better maintained in recent years, there are still stretches of road that need attention, in particular the fire trail.

3. Adoption of the fire trail as a gazetted road

Although this is not directly a capital project, I think it is time for the council to take responsibility for the fire trail at the top of the island, since it is the main means of access to a number of homes.

I am writing to make a submission on the draft Delivery Program for the council for 2020-2024.

My comments and suggestions are:

- Scotland Island & bays residents need sewer to every house. The mishmash of aging septic systems means that run-off is obvious in some areas and the morning smell of ablutions is detectable. Ultimately the untreated bacteria make their way into Pittwater while the bogginess on the ground is the perfect place for mosquitoes to breed. Multiple residents have been diagnosed with Ross River this year & mosquitos are known carriers.
- The sorry state of some roads on Scotland Island is a running joke among residents. In front of my own house, 74 Richard Road, Scotland Island, I'm in between two lots of roadworks and we've dug our own trench to try and take some of the pooling water to the stormwater drain. My property is on a hill and the road has been covered sloping back down to the bottom of my property. Once cars and trucks have driven over it a few times it's a sorry muddy mess that we have to jump over. Further along Richard Road towards Cargo there is water constantly pooled on the flat section of road.
- 10 minute parking at Church Point for unloading & accessing the Commuter Wharf is constantly full on fine weekends with visitors parking and sitting on the boardwalk benches taking photos, having coffee etc., and also as overflow for the Waterfront Store coffee & food run (even dining!). I've often returned with a carload of groceries and not been able to access a park due to sightseers taking all the spots. It's not clear to visitors from the signs that the parking spots are at least partly meant for those unloading, and it's a constant irritation for locals. Could this area be made resident permit parking only on weekends?

Verbatim – late submissions

- The last time I had to loop through the carpark and unload in there (given all 10 minute spots were taken) we had a table on the roof of the car and were able to get under the barrier at the northern end but found out, rather disastrously, that the southern end is lower. Some simple signage letting people know this would be a good step in reducing the chance of this happening to someone else.
- As Church Point is made more visitor-friendly & picturesque with master plans including nice boardwalks and with the reopening of the Pasadena plus live music on a Sunday at the Waterfront Store, the number of cars coming to the area requiring parking has increased. The second carpark is an amazing facility & it has taken the pressure off midweek parking, particularly for those returning late from city jobs or working shift work, but there is still too much pressure on the area on weekends, when Church Point becomes a function, dining & sightseer hub.

The result is that residents are locked out of parking spots & the ability to access their homes, generating huge stress and frustration for those trying to meet ferries and park within a reasonable distance from their boat. The best way to minimise the impact on residents is to minimise the short-term parking available to visitors, thereby encouraging them to use public transport or Uber/taxi.

- I would like to see offshore families/households limited to 2 cars per household. I know a number of two car families where the teens are now buying cars so that's 3 cars for one family!!! I am always surprised that non-residents can purchase a Church Point carpark sticker. Surely Manly residents have to show proof of address before they are able to purchase a resident permit to park in Manly's streets?
- Commuter Wharf – a great facility but there are a number of users who are parking under the wharf & ramp, given it's impossible for the ranger to check, to avoid buying the permit. Can residents apply for exceptional financial circumstances to support them with the cost eg. those on Centrelink benefits?
- Given the amount of visitors and locals who buy drinks in cans and bottles and consume on the paved area at Church Point wharf, introducing a glass & aluminium can recycling system of bins would save these from heading to landfill.
- Where people congregate eg. Church Point reserve between the two dining options, bus stop at the north end of Woolworths in Mona Vale, adding cigarette bins or just normal bins for cigarette butts would stop so many ending up on the ground and ultimately in the stormwater system.
- The toilet facilities & bus stop at Church Point wharf look dirty and old.
- Can Council introduce a way for consumers to search up which Northern Beaches coffee shops will take keep cups & those that offer a discount for a BYO cup? To me this would encourage more coffee shops to offer, reducing the number of single-use coffee cups sold with plastic lids – a terrible blight for landfill.

Thanks for the chance to give feedback.

Verbatim – late submissions

Submission for new footpath

Subject: New footpath [none exist on either side of the road and disabled, school children and elderly need to walk on the road to access bus stops]

Location: Along Kambora and Sir Thomas Mitchell [STM] Drives

From: North from corner of Alt Crescent and Kambora Drive to the turning south around bend via STM Drive to the eastern corner of Alt Crescent and Sir Thomas Mitchel Drive in Davidson.

This section is dangerous with blind corners, and as pedestrians need to walk on the gutter it is unsafe for children, the elderly, school children and the disabled.

The footpath on Sturdee Pde is uneven, full of potholes, patched to high heaven and is prone to flooding during the wet weather. There's been considerable work done on the surrounding street footpaths that look great, however Sturdee Pde has been completely ignored, except to add an orange block to the road which is supposed to slow people down.

There's some sort of pipe above ground, along with the flimsy balustrade, running alongside 19-23 sturdee parade for as far as I can remember, and I'm yet to see any notice that the issue is going to be resolved.

Now would be the perfect time to fix them as Sturdee Pde is blocked off on the Pittwater Rd intersection due to the storm water issue.

There's been a small localised explosion of new born babies around the apartments in Sturdee Pde and navigating the footpaths with a pram is becoming a nightmare for some with the awful surfaces.

Any help rectifying the issues listed above would be greatly appreciated.

While considering the services for delivery over the next few years, can you please include:

Changing the offshore vegetation collection to fortnightly. We generate so much vegetation waste and with only 2 pick ups of limited volume per year, it just accumulates at an incredible rate.

We generally don't seem to use the paper and cardboard recycling too much, so please consider making vegetation and paper collections as alternating fortnight collection.

With so much vegetation waste, residents often have to do pile burns. This is obviously smokey, an annoyance to any washing out and most importantly on a dense fire prone area, a dangerous fire risk.

I am writing to make a submission on the draft Delivery Programme 2020-2024.

My comments and suggestions are.....

- 1.As a resident of Scotland Island for more than 60 years I would like to see some surfacing of roadway in Florence Terrace as access to Tennis Wharf is very dangerous when it has been raining.
- 2.Gutters to be sealed to allow water run off.
- 3.Street signs.
- 4.Street lighting on corners.
- 5.As promised registration for golf buggies.

Verbatim – late submissions

Idea for budget... displayed signage and maps of Bush tracks around manly dam.

My comments and suggestions are as follows:

Vegetation collections: We have 2 vegetation clean ups every year. This is clearly inadequate and does not stack up well against the collections that people on the mainland receive, so it is grossly inequitable. Our needs, if anything, for this type of clean-up are more than for those on the mainland. We live on an island that is plagued by weeds. It is also a forested area, with a lot of branch and leaf drop. For crucial fire safety reasons, we need to clear away leaves and dead wood from our properties. We need at least 6 vegetation clean-ups every year.

Road maintenance: Poor roads and drainage are an ongoing issue on the island. We need more funding for roads. The amounts allocated to maintenance of the roads on the island is laughable. In particular, I want to draw your attention to the promised gazetting of the road to the top of the island. In spite of repeated emails to Council, but from me and from SIRA, nothing has been done and no further information has been provided to residents who live at the top of the island and struggle with the extremely poor condition of the road to the top of the island. This is an issue that has been going on for many years. We have begged Council repeatedly to take action. While some repairs have taken place, the road continues to deteriorate and run-off continues to be a serious issue. The Plan mentions that the island is included in some of the larger upcoming projects but the budget is only \$163,000 for this year and \$300,000 for the next. Compared to other projects, this is a tiny amount. Repairs to one small section of the road to the top of the island cost \$80,000 alone a few years ago. We need Council to fund our road maintenance program adequately, to immediately take steps to gazette the road to the top of the island, and to budget for urgent repairs to this road.

Public reserve maintenance: We have a number of parks and reserves on the island: Elizabeth Park, Pathilda Reserve, Catherine Park, Harold Reserve and Leahvera Park. Of these, Elizabeth Park and Pathilda Reserve are in need of more maintenance. Elizabeth Park has areas that are being taken over by the noxious weed, asparagus fern and other weeds. Pathilda Reserve is mostly weeds. Almost all of the road reserves on the island are completely weed-ridden. No mainland reserves are neglected in the way that our island reserves are. We need additional funds for bush regeneration.

Parking: Recently Council decided to restrict parking at Byra and along that area. Parking is already difficult – why does Council seem to feel the need to continue to reduce the spaces available to residents? Please make decisions about road parking based on realistic and up-to-date assessment of the parking requirements of the offshore community.

Thank you for your consideration on these important matters.

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I am requesting that a footpath be put on the corner Old Barrenjoey Road Avalon before it turns up into Plateau Road. I walk often into Avalon from Bilgola on this route with my daughter in her pram. It currently dangerous as there is no footpath as you turn and go down into Old Barrenjoey Road. To get the pram down I have to take it on the road as the surface is too uneven on the verge. This is dangerous as there are cars turning into the road here. There have been stairs put in fairly recently for pedestrians to walk between these two roads but of course prams still have to go around the corner and onto the road.

Thanking you in anticipation of a solution to this dangerous issue.

On various occasions I have emailed and spoken to different people requesting that a footpath on corner of Nicholas Avenue and Starkey Street, Forestville be made safe. I see it is not in the future plans.

This street corner is extremely dangerous very steep and rocky. It is a usually a very busy corner (not at present due to Covid19) as people park in Nicholas Avenue and walk to buses and the Community Hall. I've seen parents with strollers forced onto the road as footpath so rough.

Please let me know why this cannot be fixed.

I'm writing in request of a much needed foot path on Collins St North Narrabeen. Collins Street has very high foot traffic as well as road traffic especially over the holiday period. Many people local and non local use Collins St for access to the lake, sports fields, beach, B Line, markets and Warriewood Square shopping centre thus creating a constant height traffic area on the grass verge and road. It is impossible for wheelchairs and prams to travel on the grass verge due to tree roots and uneven ground. Living on the street and also being an age Care Giver I am very concerned when I see people pushing prams and wheel chairs on the busy road because they have nowhere else to go due to the uneven surface of the grass verge. I have noticed that the council have installed a footpath on Berry Ave but this ends at Collins St. I am extremely concerned of an accident occurring in the near future as this area is being more developed. Vehicles are constantly speeding around the corner of Lake Park Rd and Collins St near the Melting Room Cafe. It is only a matter of time before someone is seriously injured if not fatally. Please consider installing a foot path on Collins St as soon as possible. Look forward to your response.

I would like to report a safety issue with the section of footpath on Barrenjoey Rd (east side) between The Serpentine (north entrance) and Surfside Ave (laneway entrance). This short section of footpath, less than 300m, is a high use path for pedestrians. It joins two safe scenic sections between Avalon Beach and Bilgola Headland. There is currently no paved footpath and the ground is uneven and broken. Some areas are taken by gardens and the alternative is to walk on the road verge.

Is there any chance this could be moved up the priority list?

I am writing to make a submission on the draft Delivery Program for the council for 2020-2024. My wife and myself are new residents on Scotland Island having taken possession of our property in late May 2020.

I am appalled at the state of the roads on the island, I don't think you can really call them roads as they are mostly mud and dirt tracks, more like a fire trail. As well as being mostly mud and dirt they are pot holed and in wet weather a real hazard to walk over which is our main way to access the wharf at Tennis. Roads definitely need to be a high priority in your plan for Scotland Island. The drainage along these

Verbatim – late submissions

roads also needs to be looked into as in many places there is no drainage so the water when it rains carves out more of the dirt tracks.

The lack of resident parking also needs to be addressed. We have purchased a sticker for Church Point but are still unable to park there at times. On weekends there is not enough parking spaces in the Church Point car park due to the influx of non-residents that also come to the area. On many occasions now we have had to park kms away from the Church Point Ferry Wharf and couldn't even get a quick 5 minute park near Pasadena to drop off our groceries. I know there is the upper deck on the parking station but at the cost of approx. \$5000 a year we cannot afford that as we are both retired and get no government benefits.

As Scotland Island is only accessible by boat there needs to be more tie up facilities in and around the Island for a small runabout as well as at Church point. I am now on the waitlist for a tie up at the Church Point Commuter Wharf as well as several other wharves on the island but have been told that it is at least a year away. So outside the ferry hours, we have no way of accessing the mainland other than water taxis which are also expensive.

Please stop the Covid 19 statue/artwork as this is a year that no one wants to remember or celebrate. This is a total waste of public funds and why are you commemorating huge unemployed, recession and a loss of freedom as well as the economic and health disaster that will be with us for a while now.

Thank you for your consideration on these important matters.

I believe we can suggest projects to receive funding as advised on your website.

Please consider the following road resurfacing with asphalt or concrete:

Resurfacing Pittwater Road from Queenscliff to Brookvale (corner Condamine Street)

Resurfacing Pittwater Road from Lismore Avenue Dee Why to Narrabeen bridge

Pls advise via email if this can be considered/completed and expected timeframe - thank you.

If not considered for this current funding, please advise the timeline when this could be done.

Delivery Plan for the council for 202-2024.

My comments and suggestions are:

1. Please consider a Pedestrian Crossing at the bus stop Church Point. This stretch of road makes it extremely dangerous for commuters, especially school children, to cross safely as cars are unable to be seen due to the corners.
2. In relation to extending the boardwalk around the Church Point foreshore, consideration needs to be given to additional parking if the purpose of this development is to attract more visitors to the area with extra dining tables at the Waterfront Cafe.
3. The parking situation at Church Point remains untenable for those who live offshore. Although the offshore residents agreed to pay additional parking fees in order to build the new car park, these additional spaces have been offset by the changes to parking permit times around the surrounding streets. There are not enough parking spaces for all offshore residents, without taking account of the visitor and patron at the Church Point Waterfront Cafe and the Pasadena. PLEASE make

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the car park available for offshore residents, ie permit holders, as a PRIORITY! This has been particularly highlighted during the COVID 19 lockdown, especially as AUSGRID is taking up approximately 1/3 of the car park.

4. The roads and stormwater situation on Scotland Island remain sub-par. I know of no other roads in Sydney in such terrible state of disrepair. The state of these roads are due to the poor drainage, stormwater run-off and the number of waste water systems pumping (treated) sewage all over the island. I hope that these are considered within the current 4 year budget for upgrade.

5. Council previously undertook a feasibility study of providing sewer to Scotland Island. No results of this have been made available, and I note no mention of this in the current budget. I wonder if this study took toxicity samples of the water seepage pooling around the island?

6. Thank you for providing secured funding for the upgrade of Bell and Carols Wharves. These will make for safer travel to and from the island.

7. We need monthly green waste collection. The additional green waste pick up during the recent bushfire threat would give you a clear indication on how much waste we need to get rid of every year.

In relation to the draft fees and charges, I make the following comments:

1. Offshore residents pay a lot of money for an unfair parking scheme which does not even guarantee them a parking space (as there are not enough spaces for offshore residents, without the inclusion of visitors to the area). Consideration must be given to a local resident parking scheme, similar to that in other local communities, eg Manly, Palm Beach.

2. The change in legislation to allow council to charge an additional fee for our mandatory waste water system is obscene. We already pay a service charge for this system, which includes the reporting back to council of regular maintenance and any outstanding issues. To pay a further \$300 odd per year for NO ADDITIONAL SERVICE is outrageous.

3. I am pleased to see no mention of the proposed Transport Management Plan for Scotland Island detailed in the current fees and charges. It is unreasonable to expect residents to pay a fee to use their buggy on the island when the roads are in such poor maintained conditions.

I am writing to make a submission on the draft Delivery Program for the council for 2020-2024.

My comments and suggestions are:

1. Replace the damaged signage on all Scotland Island and Offshore wharves. Signage needs to be replaced as well as brought in line with the new Councils branding and style. Additional signage reminding residents and visitors that the Island and Offshore communities are not off leash areas is necessary. Currently Council Rangers very rarely visit the Island or Offshore communities to educate or enforce the Companion Animals Act. If more regular patrolling is not available then signage will at the very least, make residents and visitors aware of what is required. Council has erected signage in other areas to remind dog owners of their responsibilities. Signage that was recently installed on Scotland Island wharves appear temporary and inadequate, and whilst they encourage visitors not to drink water, there are other helpful points that should be highlighted – such the area not being an off leash area as well as the fishing from public wharf policies. I would like Council to replace all wharf signage in line with their current corporate style and

Verbatim – late submissions

include information for residents and visitors that will improve safety and compliance.

2. Maintenance to wharves is crucial if residents and visitors are to continue to access the Island safely. In recent times some wharves have become user pays in respect to mooring, however there has been very little done in respect to signage, maintenance to wharves or shelters. If Council are collecting fees from residents surely at least those funds should be allocated to maintenance. I would like to see Council invest more money in the maintenance of wharves, signage and shelters.

3. The only disabled access to Scotland Island (Tennis Wharf) has a section of wooden wharf between the pontoon and concrete sea wall that causes great difficulty to wheel chairs and mobility aids. An improvement to this area would make Scotland Island truly accessible to everyone and be of great benefit to those residents with limited mobility. I would like Council to replace the old uneven wooden length of Tennis Wharf between the pontoon and the sea wall with a surface that is safer and more conducive to mobility devices.

4. Continue with the improvements to road and drainage on Scotland Island.

5. Ramps to be built next to stairs on Scotland Island to assist with bicycles and strollers. I would like Council to build ramps next to stairs to assist Residents and Visitors bring their bicycles and strollers up and down the many stairs to wharves.

6. Council is urged to continue to assist, and contribute to funding where necessary, of sewerage to Scotland Island. This has long been an issue, and as the population has increased on Scotland Island, so too have been the environmental impacts. After rain this Island smells like a sewerage farm. Untreated liquid waste travels along the uncovered drainage and into the Pittwater. Whilst Council has significantly increased the cost of inspection of onsite waste management systems, and therefore increased revenue, we continue to languish in the “consultation process” waiting for some proactive progress to be made. I would like Council to assist to expedite the sewerage to Scotland Island and Offshore communities.

7. A Public Toilet to be erected and maintained on Scotland Island. A Public Toilet available to visitors would greatly encourage and be beneficial to visitors to Scotland Island. I would like a Public Toilet built on Scotland Island for the use of residents and visitors.

8. A significant increase to green waste services to Scotland Island and Offshore communities. Scotland Island is a tinder box at the best of times and there is an disproportionate (compared to mainland ratepayers) green service. The current service is woefully inadequate if residents are to adequately protect their homes and Council infrastructure from bushfire. This results in continual pile burns in off bushfire season, which in turn has a negative impact on the environment. More green collection services would go a great way to reducing the fire and environmental hazard on the Island. I would like Council to significantly increase the number of green waste services to Scotland Island and Offshore communities.

9. Parking in the Church Point Precinct. In recent times development at the Pasadena, and other areas within the Church Point precinct, have been allowed. This has dramatically increased the demand on parking. These developments have

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placed an unproportionable demand on parking despite the new car park. Whilst most offshore residents do understand that they do not have exclusive rights to parking we are rapidly returning to the days when supply far exceeds demand.

We are seeing this as the Pasadena and Waterfront Café begin to emerge from COVID. cyclists, Pasadena patrons, Waterfront Café patrons, fishermen, customers of the Sailing School, tourists and offshore residents all compete for parking in peak times. Whilst opening up the precinct is to be applauded parking as it currently stands is just not sustainable. To this end many offshore residents do not leave their homes in peak periods. This is not ideal for residents, but conversely it is not fair for visitors, diners, cyclists, fisherman and other stakeholders.

It is abundantly clear that Council does not really understand or appreciate the issues that are occurring in the Church Point Precinct. At times it appears that smaller, more vocal minorities drive policy in respect to this issue. This was nowhere more evident when Council recently reduced parking hours at BIYRA without considering what impact that would have on other residents. Whilst the works in the Eastern end of the old Church Point carpark can be partially held responsible for the current parking problems simple mathematics will demonstrate that the combined needs of a 300 seat function Centre, Café patrons, tourists, boardwalk users, cyclists, fishermen and offshore residents far outweighs demand.

Council is generating significant revenue in these parking areas, through resident and casual parking fees, yet the carpark remains unsurfaced, not line marked and completely inadequate for the demand placed upon it.

Offshore residents are increasingly distressed that they are painted as monopolising parking, when in actual fact, the issue is being exacerbated by Council's lack of understanding, appreciation of all stakeholders, manipulation by more vocal minorities and poor policy making.

Whilst Council may have been unable to abate the Pasadena Function Centre development it does continue to have a responsibility to address the issue of parking for all stakeholders.

I would like to see the carpark surfaced and drained for a start. Line marking would bring an end to the ridiculous situation where users park so close, out of desperation to park, that the neighbouring car cannot not be accessed. I'd like to see a halt to further development applications (such as increased restaurant and Café seating applications) that impact the parking in the Church Point Precinct. In the long term I would like to see Council explore the possibility of a second storey or in the carpark. This study should lend weight to practicalities as opposed to appeasing distressed vocal minorities that seem to affect many of Council's decisions and policy making.

10. Where Council could actually save funds is to remove the mooring and parking concession given to the current incumbent local member. This seems an extravagant expense and disproportionate to other Councillors.

11. The Public Toilets in the old Church Point carpark are inadequate and in desperate need of refurbishment. Given the number of visitors to the precinct the Public Toilet facilities are inadequate. I would like to see the current structure

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demolished and rebuilt.

In addition, I have the following comments/suggestions in relation to the draft fees and charges:

I have absolutely no problem with a User Pays principle in respect to Council facilities such as car parks and wharves. This infrastructure requires maintenance and those who use the facilities should contribute.

What concerns me, however, is that Council has progressively implemented and then increased fees to these facilities, yet there seems to be very little maintenance performed. It is one thing for Council to maintain an oval that is funded by consolidated revenue for all ratepayers, however if users are charged directly for a service then that revenue must be returned in the way of improvement and maintenance.

I am referring specifically to the Church Point car parks and offshore wharf fees. Whilst it may be that Council are redirecting revenue from the old car park to the cost of the new car park structure it is not unreasonable that users of the old carpark expect some of the money they are required to pay is allocated to the surfacing, drainage and maintenance of the old car park. This is true of residents and visitors.

In respect to wharves it beggars belief that whilst residents pay to moor their boat at Council wharves, sometimes they are unable to moor there because Council Rangers do not enforce mooring permits. It is not uncommon, for example, for boats without permits to park long term at the Church Point Commuter Wharf for weeks and months whilst residents are unable to moor there because they are on a waiting list for a permit to do so. Often these boats without permits are moored there by tradespeople and fishermen. Council cannot simply expect users to pay wharf fees without enforcing the permit system.

It is also not unreasonable for residents who pay mooring fees at wharves to expect damaged signs and structures at those wharves to be repaired or maintained.

I also have the following comments/suggestions on the COVID-19 support packages:

In respect to COVID-19 support packages. It is my hope that any packages or support offered by Council actually support ratepayers in a real and proactive way. Monuments to COVID, whether funded prior to COVID indirectly via an arts grant or subsequent to it, are an outlandish demonstration of how Council misunderstands COVID affected ratepayers and how they want to be assisted. To erect a monument, whilst ratepayers continue to struggle financially is massively insensitive and demonstrates a complete misunderstanding of what ratepayers really want and need.

Instead of monuments to COVID and increases to rates and Councillor remuneration perhaps consider using those funds to temporarily reducing parking fees or rates. I would like Council to pause, contemplate on it's ratepayers who have lost businesses and livelihoods and demonstrate some empathy and compassion.

Verbatim – late submissions

Thank you for your consideration on these important matters.

I am writing to make a submission on the draft Delivery Program for the council for 2020-2024.

My comments and suggestions are as follows:

A pedestrian crossing or refuge is badly needed on Pittwater Rd from the bus set-down opposite Church Point ferry wharf. Not only for the safety of school children but for many Senior residents and mothers and fathers with young children living offshore who use public transport and return from Mona Vale with shopping trolleys etc. This is a busy hub with traffic coming from both directions. It's wider than the average road and difficult to see what's coming around corners.

Please reconsider a recent Council initiative to restrict parking at BYRA to six hours. Weekend parking is hard enough and costly overnight for visitors, my family and for late-night workers who are grateful for this option.

As proposed by Cr De Luca recently, and many others over the years, I stress the need to re-assess the twice-yearly green waste collection on Scotland Island. It is totally inadequate and personally offensive when I see the fortnightly parade of green bins on the local roads. Our bush environment must be maintained and to do this means clearing of invasive, noxious weeds and storm damage on a regular basis.

Thank you for your consideration on these important matters.

I am writing to make a submission on the draft Delivery Program for the Council for 2020-2024.

My comments and suggestions are:

1. Sewerage for Scotland Island

The lack of appropriate sewerage on Scotland Island is now dangerous to the public health of your rate payers. It is also dangerous to the environmental health of land within your council area.

Council previously undertook a feasibility study of providing sewer to Scotland Island. Due to the density of housing on Scotland Island, the expectation for individual homeowners to provide their own septic solutions is inappropriate and grossly inadequate. I urge you to acknowledge that the provision of sewerage to the population of this suburb must be a priority.

After rain this Island smells like a sewerage farm. Untreated liquid waste travels along the uncovered drainage and into the Pittwater. Whilst Council has significantly

Verbatim – late submissions

increased the cost of inspection of onsite waste management systems, and therefore increased revenue, we continue to languish in the “consultation process” waiting for some proactive progress to be made. I would like Council to assist to expedite the sewerage to Scotland Island and Offshore communities.

2. Green Waste Collection

A significant increase to green waste collections on Scotland Island and Offshore communities is required. The twice-yearly green waste collection on Scotland Island is inadequate, especially during the summer months - as seen during the fire season of 2019-2020.

The additional two green waste collections that took place last summer provided a great relief - to know that we were able to clear our properties and have vegetation removed to reduce the fuel load. I was part of the team who distributed the white bulka bags for the additional collection - what a strong display of the community coming together.

3. Parking at Church Point for offshore residents

The parking situation at Church Point remains difficult for those who live offshore. There are insufficient parking spaces for all offshore residents. I believe that residents should take priority for parking as this is imperative for us to be able to access our homes. Our ability to access our homes is excruciatingly difficult at high peak times such as weekend afternoon and evenings, and public holidays.

The toilet facilities at Church Point are in need of refurbishment.

3.a 10 minute zone at Church Point

Access to our boats and houses is further impeded by 10 minute parking zone at Church Point being used by visitors and tourists enjoying coffees, the view, ice-creams, even a meal at one of the eateries. If we are unable to use the loading zone to unload at the commuter wharf, we don't have a back-up option. Visitors could be completely oblivious to this need.

Is it possible for wording on signage to be changed to reflect the importance of this unloading zone, eg. “Residents 10 minute loading zone” or “Commuter wharf access - 10 minute loading zone.

In relation to the draft fees and charges, I make the following comments:

1. I object to any council fees regarding waste water systems when council are aware that this is a public health and environmental issue which has to date, not received adequate council energy and attention. We already pay a service charge for a mandatory waste management system without adequate service being provided in this area (inadequate waste water management, inadequate green waste collection)

2. Parking fees and fines issued in Church Point are inequitable. Offshore residents have inadequate access to their homes yet are charged a premium for this lack of service.

Verbatim – late submissions

Thank you for your future consideration of these important matters.

I am writing to make a submission on the draft Delivery Program for the Council for 2020-2024.

My comments and suggestions are:

1. Please consider correcting the curvature of the road at the drop off bus stop at Church Point. The drop from the bus step to road is larger than a usual sized step. Added the higher health and safety risk is the large number of elderly and frail people getting off here.

2. In relation to extending the boardwalk around the Church Point foreshore, consideration needs to be given to additional parking, as this will attract and cater for more visitors to the area with extra dining tables at the Waterfront Cafe.

3. The parking situation at Church Point remains difficult for those who live offshore. Although the offshore residents agreed to pay additional parking fees in order to build the new car park, these additional spaces have been offset by the changes to parking. There are not enough parking spaces for all offshore residents, without taking account the visitor and patron at the Church Point waterfront. The COVID 19 lockdown has shown the parking does not cater for all residents, as without the coming and going of people to and from the work/ business and pleasure residents still have difficulty finding a park. Residents include vulnerable groups such as disabled, elderly and families with young children.

4. The roads and stormwater on Scotland Island needs further investment. The curvature of the roads is not always correct i.e. water is not always draining to the higher side of the road , instead runs through properties below, in some instances causing trees to fall. Infrastructure such as roads with drains is important to allow residents and tourists to get around the island with ease, and keep properties safe.

5. Thank you for the secured funding for the upgrade of Bell and Carols Wharves will make for safer travel to and from the island.

In relation to the draft fees and charges, I make the following comments:

1. Offshore residents pay a lot of money for an unfair parking scheme which does not even guarantee them a parking space (as there are not enough spaces for offshore residents, without the inclusion of visitors to the area). Consideration must be given to a local resident parking scheme, similar to that in other local communities e.g. Manly and Palm Beach.

2. As Scotland Island residents already pay a service charge for a mandatory waste management system, it hard to understand the basis of Council's additional fee for the waste water system.

Thank you for the well publicised advice of the Delivery Program submissions and thank you for your future consideration of these important matters.

Verbatim – late submissions

I am writing to make a submission on the draft Delivery Program for the council for 2020-2024.

My comments and suggestions are as follows:

Sewage/Waste water system on Scotland Island. It is really time for investment to be made into a mains-connected sewage/waste water system for the Island. The current situation where everyone has a septic tank is both out of date and is an environmental health hazard. Each time it rains, run-off from the front of properties, which contains the sewage sprayed out by our septic tanks, is running directly into Pittwater. This is not good for marine life, nor is it good for those who like to swim in the Pittwater.

Secondly I would like to request a review of the 'new' system introduced by Northern beaches council regarding the inspection of our septic tanks. Prior to the new system we were all paying an outside supplier to inspect the tanks quarterly and to report back to council on any issues. We are still paying this company for quarterly inspections and this company is still reporting issues back to council - therefore, I cannot understand what value is added by having a council person come annually to 're-inspect' the tanks and both myself and many others object to the fact that we have to pay for this service. It seems quite unnecessary. In addition, the advice provided by the council inspector contradicts some of the advice provided by the external contractor.

I am writing in relation to a notification from Vincent De Luca in his post to FB 2101 about the chance to make a request for debate at next Tuesday night's meeting.

I live in Windsor Parade, North Narrabeen which is (or should I say was) a lovely quiet street with the majority of residents having young children. I have only lived here for x years having lived for xx years in xxxxxx xxxxx in another quiet street, xxxxxx xxxxx (a cul-de-sac).

I have noticed in the past few years, now that I have retired, a consistent flow of traffic through the day using the street as a shortcut either to Wakehurst Parkway or further up the hill to Elanora. Unfortunately a majority of these cars that come through Minarto Lane from Pittwater Road and who turn right into Windsor Parade completely cut the corner often scaring the daylighters out of cars travelling east up Windsor. This is just so dangerous considering how many children are in the street as well as young Mums with strollers. It is only a matter of time until someone is injured unfortunately. The same goes in the opposite direction as Minarto Lane is not very wide. We all need to use the street as there are no footpaths & the nature strips are quite uneven in places with tree roots etc.

I am not sure what the best answer would be cost wise but think it would be great if they could make the Eastern end of Windsor Parade a cul-de-sac with maybe an access to a small carpark where the existing one is now to help support the few local businesses but perhaps raised up so that all of it doesn't flood whenever it rains (especially the corner which floods even in small rainfalls). Where the carpark is now, cars are always parked right across the access paths to the roadway where you cross at the lights, no thought of pedestrians whatsoever. Maybe a few seats/landscaping could also be included to beautify our area a little more. It appears a lot of money goes to Narrabeen on the other side of the bridge but our side is rather neglected.

Verbatim – late submissions

In regard to the footpaths which as mentioned we don't have any in Windsor Parade, I had an awful fall just before the bridge some months back just missing falling into the road prior to where the railing is heading south. I tripped over an uneven part of the footpath. I guess one could say I should've been watching where I was walking, but unless you have your eyes ahead, making sure you miss the cyclists that totally disregard any notices of dismounting on the bridge area, you don't stand a chance! I believe there was talk about fixing all this some months ago but not sure if this will happen in the near future?

Another item which would be also worthwhile considering is solar lighting along the pathway by the lake coming from Narrabeen as this is very scary in the late afternoon or evening if getting off the bus & having to walk home from the terminus. As an older female, I don't feel safe along there & when speaking to others they also agree.

Hoping the above issues can be raised & considered in your meeting & would appreciate some feedback in the near future.

Find enclosed our address on behalf of SafeandBetterAccessForQueenscliff for Tuesday nights Council meeting. We have also included the relevant letters, correspondence and history wrtafeandBetterAccessForQueenscliff. Addressing equitable access at the Queenscliff steps is a key piece of local infrastructure.

We appreciate Council's support to date albeit could be more. The community (including 1,529 signatories to the petition and over 6,300 viewers) expectations is that this 140 year old anomaly should have been addressed by an amalgamated Council by now. Ideally you would amend the \$50,000 funding to also fund construction in FY21. However we are appreciative that there is now commitment to finalise design and tender in FY21 and an intention to fund the construction in FY22. Council's CEO and staff have progressed the concept and consultation over the last 18-24 months. An equitable access solution is practical, deliverable and will be safe.

It is certainly the case in these difficult times that ones actions and achievements are more accentuated than ever - the community needs good and positive actions and conviction from our community leaders. This local infrastructure in not contentious, it is inclusive and there is a strong demand for it. Local Government has massive role in improving local infrastructure and improving the simple things in life taking the kids to the beach in prams and on scooters and bikes. You have an opportunity to make a real contribution to local life to fixing a 140 year old anomaly and improving the daily lives for the community. This is surely in your sweet spot and a worthy non contentious contribution you can all get behind.

Thank you for your consideration and hopefully support.

<http://chnq.it/9TCWr7Wq>

Verbatim – late submissions

I wish to make a comment on the Draft Delivery Program ending today.

As a long time resident on Scotland Island (since 1996) I have had a wonderful life here, despite

* THE ROADS. Without proper drainage each downpour washes out previous attempts to fill holes and make any grading useless. Some progress has been made over the last couple of years but there is a continuing problem on the Fire Trail leading up to the top of the Island. It is really dangerous to drive up there at the moment and at least 26 people dependent on top access, as well as the SIRB . Florence Terrace is a clay bog, as is the southern end of Richard Road. I know of at least 20 people who have broken wrists and ankles either rolling on stones down the hills or stepping into holes (remembering there are no street lights here) In my opinion the roads are top priority as good access around the Island makes everything easier for all of us.

* COMMUTER BOAT mooring. Additional mooring is planned for Carrolls and Bells Wharf. However the easiest access (no steps to contend with carrying heavy shopping), is at Tennis Wharf. And yet the local residents in this area have been left to construct their own limited mooring wharf, which has to be maintained and insured by local residents. Most new residents are forced to moor illegally tethered either to the jetty or the main ferry pontoon. There are no new moorings available. The beach area looks like a dump at low tide. We need several kayak stands for locals to use and these should be free of charge.

* WATER PURCHASE of NON POTABLE water system has finally been upgraded to a more user-friendly system for which all users are grateful, although the labelling of NON POTABLE is offensive and unnecessary.

*. And now we too are getting the NBN. Free node to home connection. Sounds beneficent, but Why are there so MANY cables associated with this? My neighbour has 8 cables coming into her home, all right in front of her deck! Surely on such a lovely island as this, the cables should all be buried.

COUNCIL'S PROPOSED DRAFT FEES AND CHARGES

The prospect of paying yet another increase in Church Point Parking fees, now \$510 and still no guarantee of a space is really disgraceful. And yet Council has outlined a proposal to make Church Point a Tourist Destination of greater attraction with the building of Walkways around both the Waterfront Cafe and Pasadena hotel. Of course this will mean an enormous increase in tourists, local and international. Parking will be at a premium but more and more locals cannot find an overnight park while NBC continues to whittle our car parking spaces down.

PARKING RAGE has replaced Road Rage here. This area is unique. We are not comparable to other metropolitan areas of Sydney. Locals should be confident of getting a park at anytime and not have to pay \$5,000 to do so.

Living here does NOT MEAN we are rich, just that we appreciate the beauty we are surrounded by and are prepared to tackle the inconvenience of living here. We should be supported in that endeavour.

Verbatim – late submissions

COUNCIL'S COVID-19 SUPPORT OF BUSINESS

I applaud the effort to support local business here however I doubt many will survive the lock down. They are the ones who need guided, careful, support.
All the little tradespeople.

Thank you for taking the time to encourage public response to this vital area, that of your electives.

Thankyou for the opportunity to make a submission on the draft Delivery Program for the council for 2020-2024.

As a resident of Scotland Island I'd like to thank council for all that you have already done on our behalf.

I also welcome the chance to offer some observations and make some suggestions.

My concerns mainly cover six topics which have no doubt been raised already by other residents but I would still like to voice them.

1. THE DREADED PARKING PROBLEM

It seems that all the places locally (Church Point, Bayview) that used to be unrestricted parking are now restricted and sign posted.

At night time especially and also often in the daytime many of these spaces are only used by locals who have paid for their Church Point Parking sticker but been unable to find a place in the car park.

It's pretty rough to be fined for trying to get home, and it has the whiff of revenue raising about it. Easy money for council but not very fair to us, who have a hard enough time just finding a spot to park, let alone having to pay up to \$330 or whatever if we get fined for being there.

There will always be an overflow of people who live offshore who can't get spaces in the designated car park due to sheer numbers and the added glut of Pasadena and shop patrons, day visitors, sight seers, people fishing etc.

It's like musical chairs, someone is always going to miss out because there just aren't enough chairs for everybody.

The simple and unavoidable fact is that we have paid our money for parking stickers at Church Point but we still often can't get parking.

Would it be unreasonable to add 'Church Point Parking Permit holders excepted' to ALL the signage in the Bayview/Church Point area, regardless of where it is?

It would stop us having to park for four hours, go home in the boat, go back in the boat four hours later and move our car.

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We've paid for the right to park, so why can't we just be allowed to park anywhere in the radius of Church Point for free?

Is it possible that the ten minute unloading bays beside the Commuter Wharf be signposted as being for Church Point Parking sticker holders ONLY? And could this ten minute limit be enforced?

Here's a scenario that's common.

Mum with two small kids under five arrives at Church Point with a car full of shopping.

Mum tries to unload at the Commuter Wharf but all the spaces in the 10 minute unloading area are taken by day trippers, people fishing and people having a coffee at the shop who have locked their cars and gone away.

Mum can't unload. Mum drives up to the front of the Pasadena. All those places are also taken.

Where can Mum unload her groceries?

Nowhere.

Mum decided to leave the shopping in the car and just take the perishables.

Mum tries both car parks. No places.

Where can Mum park now? She has two kids and two hands. She has no hands free for carrying shopping, not even the perishables.

She can't walk from halfway to Mona Vale or halfway to Terrey Hills with two kids.

What can Mum do?

Mum cries and swears a bit and decides it's all too hard she's going to move to a unit in Dee Why.

But she still has two kids and shopping so she drives back to the front of the Pasadena and double parks. Some people shout at her but she's over it by now and says some not nice words to them and shows them one of her fingers.

She unloads the shopping and takes it to the ferry wharf.

She unloads the kids and asks some random person to mind them while she parks.

She hopes the kids will be safe and not drown or get run over but she has no option.

She then drives halfway to Terrey Hills and parks on a 45 degree angle on two wheels on Mc Carrs Creek Road, using her trusty measuring tape to make sure she is more than 3m from the parallel lines as otherwise she'll be fined for that on top of everything else.

Verbatim – late submissions

20 min later she gets back to Church Point.

Her kids are dead and her butter has melted and a dog ate her meat but hey... she got a Park!!!

Black Humour of course but hopefully you can see the issue. It happens every single day.

I know it's been offered as a solution before, but would a second storey on the main carpark at church point be an option? All the Church Point houses are high up so it wouldn't be a visual problem, especially if planted with natives etc between the rows?

2. GREEN WASTE

The island is a huge pile of weeds with people in it.

Sometimes houses can be seen under the weeds.

The people in these houses would prefer not to live in piles of weeds but their only alternative is to carry the weeds in boats and then cars to Kimbriki or burn them or leave them for the twice yearly clean up when they are only allowed enough roadside space to get rid of about 1% of the yearly weed total.

We get told we have to clear up in case of fire.
We would if we could.
But we can't.

If we burn our piles people shout at us about pollution.

If we leave piles on the road people shout at us for putting stuff on the side of the road.

If we put weeds in the wharf bins people shout at us for putting weeds in the wharf bins.

Please can we have a fortnightly green waste collection like everybody else ? I assure you we will make good use of it!

3. BULKY GOODS COLLECTION

On the subject of waste - is it possible we could have four General Clean ups a year instead of two?

Most people who live in land based suburbs can take their stuff to the tip easily if they have excess but it's hard for us as we have to lug stuff to the jetty, into the boat, off the boat, into the car, and then to the tip.

The Island would look much nicer if there was less junk lying around and the junk is only there because people have no other option but to let it pile up for six months.

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4. DOGS

People on the island are divided into two groups.

Frustrated dog owners who live in what is perhaps the only suburb in NSW without any designated off leash area at all who struggle with controlling their dogs, and people who shout at them because their dogs sometimes escape and are seen off leash.

Dogs cannot legally be off leash at any time on the island, and yet fences are discouraged, and not allowed on many properties.

Do we have to tie our dogs up 24/7?

This feels like animal cruelty.

If we do this the RSPCA will shout at us as well as the people who shout at us when our dogs escape.

Maybe we could we have an hour early in the morning before the pre school opens and an hour in the evening after the school kids have gone home when an off leash run/ ball chase in Catherine park might be possible for dogs whose lives are a state of permanent lockdown?

Maybe a poop bag stand so we can bag and bin it?

Or a designated hour in the morning and evening when dogs can be off leash with their owners on the roads around the island?

That way doggie people can meet and greet other doggie people and dogs can meet and greet dogs and people who don't like dogs will know when there will be dogs around and can choose to not walk then if they don't want to?

Non dog owners complain about dogs getting out and about unsupervised but dog owners have zero options except to have dog locked inside or on lead all day and all night. Yes dogs can walk with their owners but they need a run too to chase a tennis ball every now and then. It's a basic doggy right, as is the basic doggy right to to a wee or poo without a human holding rope around your neck while you do so? It's very un dignified .

It's also hard to meet and make friends with other dogs and smell their bums in a sociable chatty way if you can't ever be free.

5. CYCLE WAYS

I know this is a tricky one and expensive but a designated cycle way from Terrey Hills down Mc Carrs Creek Rd and through to Mona Vale would solve a whole bunch of problems and lots of dangerous near misses caused by cars speeding when overtaking cyclists and nearly smashing into other cyclists or cars coming the other way.

Every single time I drive that road I see people doing things that could kill themselves or someone else.

Verbatim – late submissions

6. SEPTICS/SEWAGE

I know we are waiting for eventual mains sewage and that this is in the pipeline. (Ha ha)

But, while we wait, do we have to pay not only a fee to have our systems inspected each year, but also to have had that fee more than doubled in one hit in the past year or so?

Seems unfair to penalise us for something we have no choice about.

Other than that, life over here is pretty hunky dory.

Hope my issues are shared by some others and hope my observations are of use !

I have recently been advised that the Northern Beaches Council are proposing to increase council rates for Terrey Hills and Duffy's Forest owners by at least 36%.

A rate increase of this magnitude would appear to be excessive.

Would you please record my objection to the proposed increase.

In addition would you please provide me with justification as to why rates in this area should increase by 36%.

I might add that the council services this area are nothing short of disgraceful. Our roads are in disrepair, much of the drainage is ineffective, the nature strips and verges are not maintained and in general the streets and neighbourhood looks very untidy.

Further and importantly as a result of not having any footpaths it has become increasingly dangerous to walk along the roads because of the increasing number of cyclists in the area. There is an accident waiting to happen.

Please feel free to call me should you wish to discuss. My mobile is xxxx xxx xxx.

I'm writing this email to you on behalf of my wife xxxxxxx who is the registered owner of the property at xxx xxxxxxx xx Duffy's Forest.

I am writing to make a submission on the draft Delivery Program for the council for 2020-2024. My comments and suggestions are:

Parking space at Church Point - With the recent reduction in available on street parking spaces in the neighbourhood and despite the addition of the new carpark, the number of available spaces for off-shore residents is again limited and it is sometimes difficult to find a parking space (even before the Ausgrid work started). If we are paying for a space in the car park through an annual permit, we should be guaranteed a parking space at any time of day, any day of the week, or at least have this guarantee for one car per household. A well thought out residents parking scheme is required.

Roads and stormwater improvements are still required on Scotland Island - the slightest rainfall results in puddles across the full width of the road in some places and inches thick of mud to wade through for days.

Verbatim – late submissions

There has been much talk of a mains sewerage system for Scotland Island and I believe a feasibility study may be underway - the implementation of a solution should be a priority to prevent further pollution of Pittwater.

Organics collections - with the larger than average size of the blocks on Scotland Island and the high number of trees and large shrubs present, a twice yearly collection is simply not enough. This results in pile burning or when burning is not permitted, piles of combustable material being stored for long periods on blocks, both of which increase the risk of a bush fire on the island. I believe that a monthly or six times a year collection of 1 sqm per household would be a better option than the current bi-annual collections. Perhaps the current recycling collections could be less often to cater for this.

Thank you for your consideration on these important matters.

We object to the unfair Rate increase imposed on RU4 Residents in the Terrey Hills and Duffys Forest. Please support the creation of a new subcategory for these residents. Please support NoM 26/2020.

Increasing council rates by 31-37% in any “normal” year is unconscionable behaviour, in a COVID-19 year it is counter what all Australian governments are trying to do, and that is stimulate the economy. I’m not against a rate increase, but please have some logical basis against a CPI to increase the rates.

New form letter (2 received)

Many thanks for all the work completed so far this year and the support given to all in these times in the broader Northern Beaches Community.

I am writing to make a submission on the draft Delivery Program for the council for 2020-2024.

I have read through the budget suggestions allocated for each area and have some concerns, what has been allocated for the Offshore Community?

As an offshore resident living on Scotland Island, we badly need a long term solution on our roads, drainage, wastewater and the parking at Church Point.

The Road and Drainage work completed each year by Council and Pino with his team, is all very much appreciated, but sadly alot of the work completed is more of a band aid solution that comes undone over time from rain and flash flooding.

On top of this is the impact to the environment from the wastewater in to Pittwater.

Lastly, the parking in the area is only getting harder for all offshore residents.

As the area is becoming a more popular destination for many Sydneysiders and afar, as the gateway to Pittwater, and a great place to come for lunch at one of the venues or take ferry/ boat across to stay at the many holiday rentals.

Even with the new car park, the parking capacity is full every weekend, this is an issue now and will only start to get worse as the area becomes more popular.

Verbatim – late submissions

We badly need a long term solution on all matters above for the local community and visitors to the area,

Thank you for your consideration on these important matters.

Form letter 10 - Appendix (2 received)

I write to object to Rate Rise Regan and Councillors' 2.6% rate rise (with a rebate).

I object to Council's increase in the waste charge by 10% (with a rebate).

I object to Council slashing infrastructure funding in 2020/21 by \$20 million. This funding is desperately needed to stimulate our local economy post-Covid-19.

Our community is doing it tough. Council should share more of the financial load rather than make community pay the price.

I support the following measures proposed for the 2020/21 budget:

1. No rate rise, no increase in fees or charges
2. Maintaining infrastructure investment
3. Reducing Councillor and Mayoral pay by 20%
4. Mandating a 2% efficiency dividend on Council's \$200 million operational budget
5. Cutting Executive wages by 10% for those earning \$300,000+ during the pandemic
6. Cutting the multi-million dollar annual new vehicle budget by 50%