



Agenda

Planning and Strategy Committee

Notice is hereby given that a Planning and Strategy Committee of Council will be held at Council Chambers, 1 Belgrave Street, Manly, on:

Monday 14 March 2005

Commencing at 7:30 pm for the purpose of considering items included on the Agenda.

Persons in the gallery are advised that the proceedings of the meeting are being taped for the purpose of ensuring the accuracy of the Minutes. However, under the Local Government Act 1993, no other tape recording is permitted without the authority of the Council or Committee. Tape recording includes a video camera and any electronic device capable of recording speech.

*Copies of business papers are available at the Customer Services Counter at Manly Council, Manly Library and Seaforth Library and are available on Council's website:
www.manly.nsw.gov.au*

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******* END OF AGENDA *******

TO: Planning and Strategy Committee - 14 March 2005
REPORT: Corporate Planning and Strategy Division Report No. 6
SUBJECT: Metropolitan Strategy - Consultation with Local Government by the Department of Infrastructure, Planning and Natural Resources
FILE NO:

SUMMARY

Councillors by memo dated 3 March 2005 have been given notice of a joint meeting of SHOROC Councils scheduled for Tuesday 15 March 2005, at Warringah Council to discuss the Metropolitan Strategy Planning process with the Department of Infrastructure, Planning and Natural Resources.

REPORT

As indicated previously Department of Infrastructure, Planning and Natural Resources (DIPNR) has embarked on the development of a Metropolitan Strategy which requires Government to prepare projections and demographics and housing patterns to meet social, economic and environmental sustainability objectives for the Sydney Basin for the next 30 years.

The projection is that over the course of the next 30 years 646,000 additional dwellings will need to be provided at the rate of approximately 21,500 new dwellings per annum.

This has obvious implications for State Government and Local Government. DIPNR has commenced engagement with Local Government initially through the ROCS (Regional Organisation of Councils) and in overarching terms the intent is that the Metropolitan Strategy will manage this dwelling distribution process by studying a number of dynamics such as:

- Household formations (people per dwelling and relationships)
- Dwelling preference
- Supply constraints
- Population distribution

These in turn will be looked at in the context of employment distribution and infrastructure requirements particularly in relation to transport.

In general terms the State Government will do the big picture planning and do "the numbers" for all of these significant contributors, and the intent is then to work with other Departments of Government and Local Government to develop regional strategies, sub-regional strategies, town centres and neighbourhood centres as part of a "new urbanism".

It is very important to each Local Government area and regional grouping of Councils to see their areas in the context of the overall projected growth for the Sydney Metropolitan area and in particular to consider this growth in terms of the infrastructure demands which will result from this dwelling increase and to consider it not only in the context of locally provided services but also in the context of State provided infrastructure and services.

As might be expected most of the projected increase will be in the north-west and south-west Sydney, although market forces might continue the drive for desirable coastal locations.

To put this into perspective, the projected increase in the number of dwellings for the SHOROC region over the next 30 years is 18,000 dwellings. That roughly equates to the total number of dwellings in the Manly Local Government area at present (and a 15% increase in the SHOROC Region as a whole).

Corporate Planning and Strategy Division Report No. 6 (Cont'd)

RECOMMENDATION

That Council receive and note the report and that as many of Councillors as possible attend the SHOROC presentation by DIPNR on Tuesday 15 March 2005, at Warringah Council commencing at 6.00pm.

ATTACHMENTS

There are no attachments for this report.

PS140305CPSD_1.DOC

***** End of Corporate Planning and Strategy Division Report No. 6 *****

TO: Planning and Strategy Committee - 14 March 2005
REPORT: Corporate Planning and Strategy Division Report No. 7
SUBJECT: Oyama Avenue, Manly - Property Number 3 - Heritage Committee Resolution Requesting Urgent Heritage Value Assessment
FILE NO:

SUMMARY

Property number 3 Oyama Avenue, Manly (Casa Mia) was recently auctioned.

The Heritage Committee has become aware of the potential transfer of the property and its potential significance as a heritage item.

REPORT

The Heritage Committee at its meeting on 2nd March, 2005, considered the matter of the recent auctioning of the property and has resolved:-

"The Committee recommends the heritage listing of Casa Mia, 3 Oyama Avenue, and a heritage assessment of the property, be carried out as a matter of urgency."

The proposed course of action which involves engagement of a consultant to carry out a Heritage Assessment is similar to the case involving 101 Bower Street, Manly. Before the matter proceeds further, the matter is referred to Council for resolution on the recommendation of Heritage Committee.

If the Council resolves to adopt the recommendation of the Heritage Committee, Council would proceed to engage a Heritage Consultant to assess the property. The likely cost of this assessment based on the costs associated with 101 Bower Street, Manly, would be in the order of \$3,000 to \$4,000.

Subject to that report, it would then be a matter for Council as to whether it would then wish to proceed by way of resolution to seek an Interim Heritage Order on the property.

The property has apparently sold at auction and depending on the outcome of the assessment and Council's resolution in relation to the Interim Heritage Order, this may or may not impact on the new owner's plans for the site, depending on whether the new owners intention is to retain the building in its present form or alternatively, to alter or demolish the property (which had no heritage listing at the date of auction).

The recommendation of the Heritage Committee is set out hereunder for the consideration of Council.

Corporate Planning and Strategy Division Report No. 7 (Cont'd)

RECOMMENDATION

Heritage Sub-Committee Recommendation:

That a heritage assessment of the property 3 Oyama Avenue, Manly, be carried out as a matter of urgency.

ATTACHMENTS

There are no attachments for this report.

PS140305CPSD_2.DOC

***** End of Corporate Planning and Strategy Division Report No. 7 *****

TO: Planning and Strategy Committee - 14 March 2005
REPORT: Corporate Planning and Strategy Division Report No. 8
SUBJECT: Draft Forty Baskets Masterplan - Final Endorsement
FILE NO:

SUMMARY

Council developed the Draft Forty Baskets Reserve Landscape Masterplan through consultation with the Forty Baskets Coastline Management Plan Steering Committee and in association with the Forty Baskets Coastline Management Plan, which was adopted by Council at its Planning & Strategy Meeting held 10 May 2004.

Council, also at the same Meeting, endorsed the draft Forty Baskets Reserve Landscape Masterplan to be placed on public exhibition.

REPORT

Council has developed the Draft Forty Baskets Reserve Landscape Masterplan in consultation with the former Forty Baskets Coastline Management Plan Steering Committee. A copy of the Landscape Masterplan will be **circulated** under separate cover for the information of Councillors. A copy will also be displayed in the Council Chambers on the night of the meeting. Comments from the following Council committees were also included in the development of these drafts:-

- Manly Access Committee
- Manly Aboriginal and Torres Straight Islander Committee
- Manly Scenic Walkway Committee
- Manly Landscape Management and Urban Design Committee

A total of sixteen submissions were received on the Draft Landscape Masterplan and, were feasible and agreed to by the Forty Baskets CMP Steering Committee, have now been incorporated into a revised Landscape Masterplan

The Steering committee considered the comments and staff recommendations and a number of minor amendments to the draft and these amendments were endorsed at the combined meeting of the Forty Baskets and Little Manly Coastline Management Plan Steering Committee's, held 8 February 2005.

Opportunity for Grant Funds to assist with implementation

Council intends to submit an application under the 2005/06 Sharing Sydney Harbour Access Grants program which will assist in revitalising Forty Baskets Reserve for all users by constructing non-raised timber board-walk, additional access ramps to the beach, dinghy storage facilities and native plantings. The chances of obtaining external funding will be enhanced by Council having an endorsed Landscape Masterplan for Forty Baskets Reserve. The applications close early April, 2005.

Corporate Planning and Strategy Division Report No. 8 (Cont'd)

RECOMMENDATION

That the Draft Forty Baskets Reserve Landscape Masterplan be endorsed for implementation, noting need for consultation with Balgowlah Heights Community Precinct and letter box drops to immediate residences regarding detail of dinghy storage facilities.

ATTACHMENTS

There are no attachments for this report.

PS140305CPSD_3.DOC

***** End of Corporate Planning and Strategy Division Report No. 8 *****

TO: Planning and Strategy Committee - 14 March 2005
REPORT: Corporate Planning and Strategy Division Report No. 9
SUBJECT: Committees of Council - Establishment of Manly, Harbour Foreshores Management Committee
FILE NO:

SUMMARY

- At its Extraordinary Meeting of 23 June 2004, resolved that the Forty Baskets Coastline Management Plan Steering Committee continue until the sign off of the Forty Baskets Landscape Masterplan, after which this Committee and the Little Manly Coastline Management Plan Steering Committee will be integrated into a single Manly, Harbour Foreshores Management Committee.
- This report seeks to establish the latter Committee and call for Councillor representation.

REPORT

The above mentioned committees are primarily responsible for the development or implementation of Coastline Management Plans for specific localities and as such their roles are somewhat duplicated.

Restructure

In light of the above noted implications, the duplication of many of the committees' roles, and the desire to more effectively use staff and committee representatives' time, Council has resolved to amalgamate the committees that presently have harbour coastal foreshore management responsibilities in their terms of reference. Thus the Little Manly Coastline Management Plan Steering Committee and Forty Baskets Coastline Management Plan Steering Committee are to be disbanded.

The new Committee, with appropriate representation from state government and harbour foreshore Precincts, is to be formed to oversee all harbour foreshore issues.

The draft Terms of Reference have been **attached** for the Council's consideration.

Endorsement by Committees

At their combined meeting of 8 February 2005 the Forty Baskets and Little Manly Coastline Management Plan Steering Committees recommended that Council call for Expressions of Interest from precincts, government agencies and key stakeholders for representation on the Manly, Harbour Foreshores Management Committee and proposed that the first meeting be held on the 19 April 2005.

RECOMMENDATION

1. That Council disband the Little Manly and Forty Baskets Coastline Management Plan Steering Committees and establish the Manly, Harbour Foreshores Management Committee.
2. That Council approve the Draft Terms of Reference for the Manly, Harbour Foreshores Management Committee.
3. That Councillors nominate for representation on the Manly, Harbour Foreshores Management Committee.

Corporate Planning and Strategy Division Report No. 9 (Cont'd)

4. That Council calls for Expressions of Interest from precincts, government agencies and key stakeholders for representation on the Manly, Harbour Foreshores Management Committee and aim for a 19 April 2005 meeting.

ATTACHMENTS

AT-1 Draft Terms of Reference - Manly, Harbour Foreshores Management Committee 8 page(s)

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***** End of Corporate Planning and Strategy Division Report No. 9 *****



Manly Council

(This Committee has been established under the Local Government Act, 1993.
The Status of the Committee is purely advisory)

Terms of Reference

1. Title

The Committee shall be known as the **Manly, Harbour Foreshores Management Committee** (hereinafter called the Committee).

2. Aim

- 2.1 To provide a forum for discussion and recommendation on issues relevant to all harbour beaches and foreshores in the Manly Local Government Area and to assist and monitor the development and implementation of comprehensive Coastline Management Plans.
- 2.2 To provide a link between Manly Council, State Government Organisations, the community and relevant stakeholders.

3. Objectives and Status

3.1 The objectives of the Committee are as follows-

- (a) To conduct regular meetings and make recommendations to the General Manager/Council on matters arising from the meetings.
- (b) To make appropriate management recommendations on all harbour beaches and foreshore areas in the context of:
 - a) emergency implications,
 - b) short-term issues, and
 - c) long-term issues.
- (c) To assist and monitor the development of comprehensive Coastline Management Plans for the Manly Cove and Fairlight areas;

ATTACHMENT 1

Corporate Planning and Strategy Division Report No. 9 Committees of Council - Establishment of Manly, Harbour Foreshores Management Committee Draft Terms of Reference - Manly, Harbour Foreshores Management Committee

- (c) To assist and monitor the development of comprehensive Coastline Management Plans for the Manly Cove and Fairlight areas;
- (d) Promote and review the Little Manly and Forty Baskets Coastline Management Plans, at all levels, within respective organisations and agencies to maximise relevant input, participation and implementation.
- (e) Facilitate timely exchange of necessary project information to enable project outcomes and milestones to be met
- (f) Contribute, or facilitate the provision of, specific knowledge and advice in areas of expertise relevant to the project.
- (g) Ensure the integration of current policies, objectives and strategies of relevant organisations and agencies into any decision making process.
- (h) Provide strategic direction to the project officer or consultant responsible for the preparation or revision of respective Management Plans.

3.2 The status of the Committee is purely advisory.

4. Management

A. Membership of Committee

The Committee shall consist of:

- At least **two (2) Councillor representatives** (and the Mayor ex officio);
- State Government Representatives

The Committee should include representatives from **five (5) State Government Authorities**. The Government Authorities include:

- Department of Infrastructure, Planning & Natural Resources
- State Emergency Service
- Department of Environment & Conservation
- Department of Primary Industries
- NSW Maritime

The role of these representatives is to provide:

- Advice on broad policy objectives;
- Specialist technical advice;
- Advice on experience from dealing with common issues at other locations;
- Assistance with funding applications;

ATTACHMENT 1

Corporate Planning and Strategy Division Report No. 9 Committees of Council - Establishment of Manly, Harbour Foreshores Management Committee Draft Terms of Reference - Manly, Harbour Foreshores Management Committee

- Advice to the Committee regarding its progress in relation to other estuary and coastal committees.

- **5 Community members;**

The role of Community representatives is to highlight issues of importance to the local community in relation to the management of Manly's foreshore areas.

They provide a linkage between the Committee and the broader community and are responsible for identifying the preferences and priorities as they are expressed by the community.

Community representatives should also make formal representations to the Committee on behalf of the public.

The Community members shall serve on the Committee in a voluntary capacity.

- **2 Scientific Advisory Panel representatives**

The role of these representatives is to provide;

- Specialist technical advice;
- Advice on experience from dealing with common issues at other locations;

Membership of the Committee shall be reviewed in April every two (2) years.

The outgoing Committee will commence the process for appointment to the Committee as follows:

- (a) Call for nominations for Community members by advertisement in the local press.
- (b) The names of (the number required) persons considered suitable for appointment or reappointment as members of the Committee shall then be submitted to the General Manager together with the names of all other persons nominated.

B. Absence from Meetings

A Committee member absent from three (3) consecutive Committee meetings without approval of the Committee shall forfeit his/her place on the committee.

C. Resignation from the Committee

ATTACHMENT 1

Corporate Planning and Strategy Division Report No. 9 Committees of Council - Establishment of Manly, Harbour Foreshores Management Committee Draft Terms of Reference - Manly, Harbour Foreshores Management Committee

Any member of the Committee may, by notice in writing addressed to the Committee, resign his/her office as a member.

D. Notification of Vacancies

The Committee shall notify the Council promptly of any vacancy occurring in its membership, whether it is through death, absence or resignation from the Committee. The Committee shall submit to the General Manager within 28 days the name of a person considered by the Committee to be suitable for appointment for the General Manager's concurrence.

E. Election of Office Bearers

- (a) The Committee at its Annual General Meeting in each year, or at its first meeting following the occurrence of any extraordinary vacancy in the office of Honorary Chairperson, shall appoint a Honorary Chairperson from amongst its members who shall preside at all meetings of the Committee for the following 12 months.

In the event of the absence of the Honorary Chairperson, the Committee shall appoint one of its members to preside for that meeting or until the Honorary Chairperson is present.

- (b) The General Manager shall appoint from Council staff an Honorary Secretary and any vacancy that may occur in that position shall be filled by Council without undue delay and the Committee shall be notified of any such appointment.
- (c) All office bearers may serve in any one capacity for three consecutive terms.

5. Duties of Officers

(a) Honorary Chairperson

The duties of the Chairperson are to:

- direct meetings according to the Terms of Reference and items on the agenda.
- facilitate the discussion of items on the agenda in a timely manner.
- facilitate the moving of recommendations and voting by committee members.
- ensure all committee members have the opportunity to participate in the meetings.
- approve the agenda for the meetings.
- approve the recommendations within the minutes prior to distribution.

ATTACHMENT 1

Corporate Planning and Strategy Division Report No. 9 Committees of Council - Establishment of Manly, Harbour Foreshores Management Committee Draft Terms of Reference - Manly, Harbour Foreshores Management Committee

(b) Honorary Secretary

The duties of the Secretary (who shall be a member of staff) are to:

- compile the agenda in consultation with the Honorary Chairperson
- keep all minutes
- conduct the correspondence
- call all meetings of the Committee
- forward copies of the agenda and minutes to all Committee Members, Councillors and to the General Manager of Council
- following up on agreed action

(c) Members

The duties of the members are to:

- Attend and participate in meetings (as well as induction, planning sessions and relevant training).
- Work co-operatively with other members in achieving the objectives of the Committee.
- Contribute ideas and suggestions relating to items on the agenda.
- Provide advice and recommendation to Council on items relating to the agenda.
- Action and follow up on relevant recommendations provided by the committee and resolved by Council.

6. Meetings

- (a) The Committee shall meet as "*often as determined by the committee*", at least 4 times in a 12-month period at a regular time and day to be fixed by the Committee or more frequently as may be required.
- (b) A **QUORUM** shall comprise a majority of voting members on the Committee (staff are non-voting members).
- (c) Each member of the Committee shall have one vote and decisions of the Committee shall be by simple majority. In the event of the votes and the members being equal the Honorary Chairperson of the meeting shall have a casting vote in addition to his/her deliberative vote.
- (d) Meetings shall be conducted in accordance with Council's Code of Meeting Practice as it relates to Committees.

ATTACHMENT 1

Corporate Planning and Strategy Division Report No. 9 Committees of Council - Establishment of Manly, Harbour Foreshores Management Committee Draft Terms of Reference - Manly, Harbour Foreshores Management Committee

- (e) Council staff to attend meetings but have no voting rights and provide administrative support, as determined by the General Manager.

7. Sub-Committees

The Committee may appoint any number of Sub-Committees at any time to investigate any matter or thing to which the Committee may require information or to organise and manage, subject to the control of the Committee, any activity which may be considered by the Committee to be essential to the objectives of the Committee.

Each Sub-Committee appointed shall have a fixed tenure.

8. Insurance

Council shall effect personal accident insurance on Committee members together with legal liability cover, Voluntary Workers, cash in transit and personal property insurance cover.

Note: Legal liability cover will only be provided to members of the Committee and voluntary workers whilst they are acting within the scope of their duties for and on behalf of Council.

9. Statutory Requirements

The Committee shall ensure that the Local Government Act 1993 and related Regulations, all other statutory provisions and all Council's Codes and Policies relating to its activities are at all time strictly observed.

10. Dissolution

- (a) The Committee may be dissolved by the Council with a minimum of one months notice. Upon dissolution, the assets and funds on hand shall, after payment of all just expenses and liabilities be handed over to the care of Manly Council.
- (b) All committees are automatically dissolved from the date of the quadrennial election.

11. Alteration to the Constitution

ATTACHMENT 1

**Corporate Planning and Strategy Division Report No. 9
Committees of Council - Establishment of Manly, Harbour Foreshores Management Committee
Draft Terms of Reference - Manly, Harbour Foreshores Management Committee**

Subject to the approval of the General Manager, this Term of Reference may be amended at any time, and the Committee be advised of the variation(s).

This Constitution and Terms of)
Reference was adopted by)
Council at the Extraordinary Meeting)
on)

.....
General Manager

.....
Chairperson

ATTACHMENT 1

Corporate Planning and Strategy Division Report No. 9 Committees of Council - Establishment of Manly, Harbour Foreshores Management Committee Draft Terms of Reference - Manly, Harbour Foreshores Management Committee

Addendum:

Name(s) of Staff Representative:

Tim Macdonald, Coastal Projects Officer

Name(s) of Councillor Representative:

Mayor Peter Macdonald (Ex-officio);

* Councillor reps TBA pending outcomes of call for Expressions of Interest

Name(s) of State Government Representatives:

TBA,	Department of Infrastructure, Planning & Natural Resources
TBA,	State Emergency Service
TBA,	Department of Environment & Conservation
TBA,	Department of Primary Industries
TBA,	NSW Maritime

Name(s) of Scientific Advisory Panel Representatives:

* SAP reps TBA pending outcomes of call for Expressions of Interest.

Name(s) of Community Representatives:

Mr Gary Stewart	Little Manly Precinct
Mr Steven Parsons	Balgowlah Heights Precinct
	The Corso Precinct Representative
	Fairlight Precinct Representative
	North Harbour Precinct Representative (?)

TO: Planning and Strategy Committee - 14 March 2005
REPORT: Corporate Planning and Strategy Division Report No. 10
SUBJECT: Tender Report for Cleaning of Gross Pollutant Traps
FILE NO:

SUMMARY

Open joint tenders through NSROC for the cleaning of gross pollutant traps recently closed and have been assessed. A recommendation for acceptance of a tender is the subject of this report.

REPORT

Council recently combined efforts with eight Northern Sydney Councils through NSROC to advertise open joint tenders for the cleaning of gross pollutant traps with tenders closing on 15 February 2005. Six conforming tender submissions were received and have been assessed in accordance with the stated selection criteria. The assessment spreadsheets are **attached** as **Confidential Attachments**.

This proposed contract is a 12 month schedule of rates contract with an option for a further 24 months subject to satisfactory performance, for the provision of cleaning services to Councils gross pollutant traps and litter booms. For comparison purposes an indicative number of services per annum have been estimated based on an average cleaning frequency. This allows for the tenderers to arrive at a total tender sum.

Whilst Council will be entering into a direct contract with the preferred tenderer, the calling of joint tenders has resulted in competitive pricing with significant discounting applicable for multiple contracts with other Councils.

The lowest tender was received from Envirocivil NSW Pty Ltd for the adjusted contract sum of \$57,887.50 including GST. This sum is further reduced by between 5% and 7.5% depending on the number of Councils accepting their tender. Envirocivil NSW Pty Ltd are currently performing the same work under an earlier contract with Manly Council and have proved very capable of performing all of the work required to be undertaken.

This project is to be funded from the Environment Levy Maintenance Budget.

RECOMMENDATION

That the schedule of rates tender of Envirocivil NSW Pty Ltd for the sum of \$57,887.50 including GST less the appropriate discount be accepted by Council.

ATTACHMENTS

AT-1 Confidential Assessment Spreadsheets - *CONFIDENTIAL ATTACHMENT* - 3 page(s)
for the information of Councillors

PS140305CPSD_5.doc

***** End of Corporate Planning and Strategy Division Report No. 10 *****

TO: Planning and Strategy Committee - 14 March 2005
REPORT: Corporate Planning and Strategy Division Report No. 11
SUBJECT: Manly Scenic Walkway - Removal of Car Parking and Car Access to the Reserve Off Bolingbroke Parade
FILE NO:

SUMMARY

- There are several properties in Lauderdale Avenue (which have no or restricted vehicle access from Lauderdale Avenue) which currently access their properties from the foreshore reserve off the end of Bolingbroke Parade.
- These properties have been getting access for many years and in one case, the property owner traverses the reserve to gain access to park on private property, and in other instances where there is no on-site parking, the residents park their vehicles in the reserve. There are four properties concerned and it involves resident and visitor parking of up to five or six vehicles.
- The reserve access and parking in the reserve is technically illegal.

REPORT

This matter has a very long history and over the years Council has on a number of occasions considered reports to close off this practice of accessing and parking in the reserve and even though Council has at times in the past given notice that it would deny access, there has always been a community reaction and Council has always deferred action in relation to denying access.

The last deferral from Council was in 1999 when Council indicated that before closing off the reserve for access and parking for motor vehicles, Council would widen Bolingbroke Parade and introduce angle parking to provide an extra ten to twelve spaces nearby.

The recent general neighbourhood notification of this proposal drew a community response which was that "more parking just means more cars and congestion and our preferred strategy is a Resident Parking Scheme that gives residents priority parking and greater ability to compete with visitors/boat owners, etc.".

There is current action proposed to extend the Resident Permit Scheme along the foreshore streets on the southern side of Fairlight Hill to give relief to residents who have to compete for parking with commuters, beach goers and the boating fraternity.

This will include Bolingbroke Parade.

Whilst this will not become effective immediately, it will be in place for next summer. The pressure on parking is much less in winter, and therefore, it is proposed to close off the vehicular access after Easter and do the path upgrade in winter during the less busy period for the walkway.

In response to the Manly Scenic Walkway Committee's desire to upgrade and complete the pathway in this area, the General Manager addressed the Manly Scenic Walkway Committee at the 7 December 2004 meeting. During this meeting he advised the Committee that he would be issuing a notice to illegally parked vehicles in the reserve.

Corporate Planning and Strategy Division Report No. 11 (Cont'd)

Following this meeting the General Manager instructed Rangers to place warning notices on illegally parked vehicles advising that vehicles are to be removed from the reserve and threatening fines for repeat offenders.

The owner of 63 Lauderdale Avenue responded to Council on behalf of four Lauderdale Avenue residents (who gain access via the reserve). The letter provided written documentation on the history of this issue (see **attachments**).

This documentation also included letters from Council, including a letter dated 24th October, 1989, in which it was stated that Council will take no further action on this matter until a development application is received for the affected properties. It is interesting to note that this letter interprets a Council resolution of 22nd August, 1989, set out hereunder:-

"That subject to it being accepted and recognised by residents that they do not have any possessory rights over the public reserve land and that Council is not obliged to permit any continued vehicular access through the Reserve to their properties, a letter be forwarded to all affected property owners in Lauderdale Avenue advising:-

- (i) That Council will take no further action to prevent unauthorised vehicular access at this time.
- (ii) That Council will require any future development of the affected properties to provide vehicular access from Lauderdale Avenue."

This letter gives an interpretation that (in my opinion) goes beyond the literal interpretation of the resolution, i.e.:-

- "(i) That Council will take no further action AT THIS TIME.
- (ii) That Council will require any future developments to gain access via Lauderdale Avenue."

and interprets it to say that no action will be taken until a development application for each property are received and that each property will be considered in isolation (effectively this interpretation means that if any or all properties remain as they are, they will maintain access indefinitely).

The history of this issue over a long period of time is that Council has always responded to pressure from the people parking in the area and deferred action in relation to stopping this practice of parking on the reserve.

The legal position is that whilst these properties have enjoyed this illegal access and parking over a long period, they have no legal rights.

The fact is that the path has become busier and busier over the years and a survey conducted some years ago before the commencement of path widening showed that in excess of 8,000 people per day were using this path (passing a given point in either direction).

I refer Councillors to the item elsewhere on the Agenda from the Cycleway Committee promoting family cycling on the pathway as well.

- The fact is that the pathway is becoming ever more popular.
- The Cycleway Committee was very deliberately restricted in width so as not to comply with Roads and Traffic Authority guidelines for shared path facilities for cyclists and pedestrians.

Corporate Planning and Strategy Division Report No. 11 (Cont'd)

- The widening of the path was considered and hotly debated in the community (with public meetings on the issue) and by Council on four occasions before the present path width was agreed.
- The path is of variable width and purposefully less than the 2.5 metres in width prescribed in the RTA guidelines for joint use "shared path".

The matter is mentioned here in the context of possible cumulative impacts, i.e. cars manoeuvring, reversing (three point turning) and pedestrians and possible "family cycling".

Returning now to the issue of denying access to motor vehicles on the reserve - the proposal is to install bollards to preclude vehicle access, except to emergency service vehicles.

There is currently a section of the walkway which has not been upgraded pending the determination of this matter and it is planned to do that work commencing after Easter. It is proposed that the access to the reserve be restricted by placement of bollards at the Bolingbroke Parade cul-de-sac.

RECOMMENDATION

1. That Council note the intention to preclude illegal vehicle access and parking in the reserve.
2. That the walkway will be upgraded in keeping with the rest of the Foreshore Scenic Walkway commencing after Easter 2005.
3. That Council endorse the actions outlined.

ATTACHMENTS

AT-1 Correspondence 7 page(s)

PS140305CPSD_6.DOC

***** End of Corporate Planning and Strategy Division Report No. 11 *****

ATTACHMENT 1

Corporate Planning and Strategy Division Report No. 11 Manly Scenic Walkway - Removal of Car Parking and Car Access to the Reserve Off Bolingbroke Parade Correspondence

Mr Henry Wong
General Manager
Manly Council
Box 82
Manly NSW 2095

12/1/2005

Dear Sir,

**Re: Proposed closure of vehicle access to properties on Esplanade Park, Fairlight,
(west of Bolingbroke pde.)**

I am writing on behalf of properties 53,55,61 & 63 Lauderdale Ave, Fairlight.

I have lived at 63 Lauderdale ave (Esplanade Park) for 30 years. During that time council have made several attempts to close this section of Esplanade Park to vehicular access. Curiously this is always done during the holiday break when most residents would be away, therefore offering less resistance to the proposal.

Once again I have returned from vacation in early January to discover that a council ranger has issued warnings for parking infringements to the cars parked along this section of Esplanade Park. The warning stated that it is illegal to drive on a public walkway and that the council intends to place a locked barrier access to the entry at Bolingbroke Pde.

My immediate reaction was to phone the ranger co-coordinator, Terry Jones who said it is something being "looked at " by council, that is was " not something that would be actioned immediately" and that I should write to the General Manager.

I therefore enclose a copy of my previous correspondence to council regarding the matter. I know from previous years that the council will not be able to locate the relevant documents on council letterhead regarding their commitment on the matter so I have enclosed once again the council letters that relate to the situation.

Clearly we are extremely concerned that the Council stand by its word that "*Council will take no further action on this matter until a development application is received for one of the affected properties, and that it is considered that each affected property would be dealt with in isolation.*"

We look forward to your reply,
Yours sincerely,

ATTACHMENT 1

Corporate Planning and Strategy Division Report No. 11 Manly Scenic Walkway - Removal of Car Parking and Car Access to the Reserve Off Bolingbroke Parade Correspondence

HISTORY OF 'PROPOSED CLOSURE' OF PASSAGE BY VEHICLES OVER ESPLANADE PARK : FROM BOLINGBROKE PDE to LAUDERDALE AVE.

Four properties 53,55,61 & 63 Lauderdale Ave were built during the 1920's and 1930's. These four buildings were constructed via their frontages on Esplanade Park. As there is only vertical access to Lauderdale Ave, there was no objection from council at the time of building.

The four properties have used the Esplanade Park access for the past 70 years, maintaining the surface at personal expense and effort, due to the fact that council did nothing in this section until the walking path was concreted in the late 1970's.

In 1978 the council attempted to close vehicular access.
The concerns of the residents re fire brigade access, ambulance access etc led to the project being shelved.

In 1989 the council again attempted to close the access.
The residents consulted with ombudsmen and solicitors for the right to continue to use this section to access their properties.
The result was clarified in council's letters dated 30/8/89 and 24/10/89
Wherein it was stated that "*council would put the file away forever*" if council received the written acknowledgment from the residents that Council will take no further action on the matter until a development application is received for one of the affected properties." And that "*each affected property would be dealt with in isolation*"
All residents acknowledged by letter in agreement to the terms.

**1999 a council report to the Scenic Walkway Committee again raised the Vehicular access issue.
Copies of the resident's 1989 correspondence were sent to council, as it appeared that the current council was unaware of the situation as it currently stands.**

1999 one of the affected residents, of number 63, wrote to council proposing that a contribution of \$10,000-00 could be made for each car to access a property. The money would need to be used specifically for use in the landscaping of this section of the park. In return a car would be allowed access across the park and be able to park on the residents land. Properties where there is no room to park on their own land could either
(a) agree to the condition, so that in the future when such a property is developed the owner could utilise the car parking 'arrangement'.. or
(b) come to an arrangement with council where a landscaped bay is incorporated into the park where cars are currently parking.
A scheme of this nature would benefit the council, who does not have the funds to upgrade and landscape the park. The proposal indicates an amount to be gained between \$40,000 and \$100,000.

had a meeting with the Mayor at the time, Jean Hay together with Jim Hunter regarding the above proposal.
The above proposal was not taken up by Council.

ATTACHMENT 1

Corporate Planning and Strategy Division Report No. 11
Manly Scenic Walkway - Removal of Car Parking and Car Access to the Reserve Off
Bolingbroke Parade
Correspondence

Page 2.

HISTORY OF 'PROPOSED CLOSURE' OF PASSAGE BY VEHICLES
OVER ESPLANADE PARK : FROM BOLINGBROKE PDE to LAUDERDALE
AVE.

Early in January 2005 a Manly Council Ranger issued warnings for parking infringements to the cars parked along this section of Esplanade Park. The warning stated that it is illegal to drive on a public walkway and that the council intends to place a locked barrier access to the entry at Bolingbroke Pde.

In the 30 years I have lived at number 63 there has not been an incident relating to the cars v the pedestrians. There have been a number of instances where the Fire Brigade and Ambulances have been required; I cannot imagine the disasters that would have ensued if there had not been access from Bolingbroke Parade.

12/1/2005

ATTACHMENT 1

Corporate Planning and Strategy Division Report No. 11
Manly Scenic Walkway - Removal of Car Parking and Car Access to the Reserve Off
Bolingbroke Parade
Correspondence

COPY

J.W.Hunter
Director Service Planning
Manly Council
Box 82
Manly 2095

10/5/99

Ref: JWH:jw R5/18 Esplanade Park Walkway

Dear Sir,

With reference to your letter dated 21st. April 1999.

In your letter you refer to correspondence dated 1978.
I would like to bring to your attention correspondence dated 1989 that relates to the same matter.

I enclose copies of Councils letters dated 30 August '89 and 24 October '89 which respond to our solicitors request for clarification. In Councils letters it is clearly stated that:

" Council will take no further action on this matter until a development application is received for one of the affected properties. It is considered that each affected property would be dealt with in isolation"...etc.

The owners of the affected properties agreed to the conditions of Councils letter dated 24 Oct'89, and I am certain none of the properties has as yet put in a development application, so it would seem that all four properties should still be allowed vehicular access through Esplanade Park.

I look forward to your reply.

Yours sincerely,

Enc. 3 letters

ATTACHMENT 1

Corporate Planning and Strategy Division Report No. 11
Manly Scenic Walkway - Removal of Car Parking and Car Access to the Reserve Off
Bolingbroke Parade
Correspondence



MANLY MUNICIPAL COUNCIL

Council Chambers, 1 Belgrove Street, Manly N.S.W.

Correspondence to the Council
PO Box 82, Manly 2098
Telephone 976 1500
DX 9285 Manly
Fax: 977 7380

Reference: LG/KJ R5/78
Enquiries: Mr. G. Riddell

30th August, 1989.

Dear Sir/Madam,

Re: Esplanade Park - Private Vehicular Access
from Bolingbroke Parade

Reference is made to Council's letter dated 28th June, 1989, subsequent to further advice received from the Lands Office and the Board of Fire Commissioners, Council considered the abovementioned matter at its Ordinary Meeting held on 22nd August, 1989, where it was resolved:-

"That subject to it being accepted and recognised by residents that they do not have any possessory rights over the public reserve land and that Council is not obliged to permit any continued vehicular access through the Reserve to their properties, a letter be forwarded to all affected property owners in Lauderdale Avenue advising:-

- (i) That Council will take no further action to prevent unauthorised vehicular access at this time.
- (ii) That Council will require any future development of the affected properties to provide vehicular access from Lauderdale Avenue."

As such, Council would be pleased to receive your written acknowledgement of the terms of Council's resolution as soon as practicable.

Should you have any further enquiries please do not hesitate to contact Council's Administrative Services Manager, Mr. G. Riddell, on 976.1515.

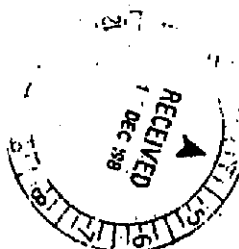
Yours faithfully,

W. A. Collins
(W. A. Collins)
Town Clerk

3855c/3856c
363

ATTACHMENT 1

Corporate Planning and Strategy Division Report No. 11
Manly Scenic Walkway - Removal of Car Parking and Car Access to the Reserve Off
Bolingbroke Parade
Correspondence



6 September 1989

SJ:BNcB

Mr G Riddell
Manly Municipal Council
DX 9205 MANLY

Dear Sir

Re: Eplanade Park - Private Vehicular Access from
Bolingbroke Parade

Further to our telephone conversation to-day would you kindly confirm your advice that should Council receive letters of acknowledgment from the residents in forms required under the resolution of the 22nd August 1989, that:

- a) Council would "put the file away forever"
- b) The phrase "at this time" in point (i) of the Council resolution was meant to be read in conjunction with point (ii) to give a meaning that Council will take no further action until such time as the residents' properties are developed whereupon Council intends to make the issue of any D.A.'s contingent upon the Developers providing vehicular access from Lauderdale Avenue.

Yours faithfully
DYNON & DYNON

Per:

ATTACHMENT 1

Corporate Planning and Strategy Division Report No. 11
Manly Scenic Walkway - Removal of Car Parking and Car Access to the Reserve Off
Bolingbroke Parade
Correspondence



MANLY MUNICIPAL COUNCIL

Council Chambers, 1 Belgrave Street, Manly N.S.W.

25 OCT 1989

P. 82
Correspondence to the Town Clerk
PO Box 82, Manly
Telephone 976 1000
Fax 976 1380

Reference: GR:FM R5/78
Enquiries: Admin. Services Manager

24th October, 1989

Dynon and Dynon,
Solicitors,
DX 9102,
DEE MHY.

Dear Sir,

Re: Esplanade Park - Private Vehicular Access
from Bolingbroke Parade
Your Reference: Mr. S. Jackson

Reference is made to Council's letter dated 13th August, 1989 and to your letter dated 6th September, 1989, concerning the above matter.

Please be advised that in respect of paragraph (a) of your letter, the phrase "put the file away for ever" relates to the fact that if Council receives the written acknowledgment that it requires, that Council will take no further action on this matter until a development application is received for one of the affected properties. It is considered that each affected property would be dealt with in isolation upon the development application being received, that is, it is not Council's intention that should a single development application be received that the rest of the affected properties be subject to further action by Council. To reiterate, it would be on an individual basis only.

In respect to paragraph (b) of your letter, it is confirmed that point (1) of Council's resolution is meant to be read in conjunction with point (11) to give meaning that Council will take no further action till such time as the residents properties are developed, whereupon Council intends to make the issue of any development application contingent upon the developers providing vehicular access from Lauderdale Avenue.

In light of the above, Council looks forward to receiving the necessary acknowledgment letter from the owners of the affected properties.

Any further enquiries should be directed to Council's Administrative Services Manager, Mr. G. Riddell, on 976-1515.

Yours faithfully,

H.A. Collins

H. A. Collins
Town Clerk

[Handwritten initials]
29

4088c/1

TO: Planning and Strategy Committee - 14 March 2005
REPORT: Corporate Planning and Strategy Division Report No. 12
SUBJECT: Manly Scenic Walkway - Bicycle Committee Submission Regarding Family Cycling
FILE NO:

SUMMARY

- Manly has a Manly Cycle Plan.
- Egress from the flat of Manly to the west is difficult because of the topography, (i.e. Fairlight hill).
- Cycleway planning generally favours off-road cycle paths.
- The Manly Bicycle Committee is promoting the idea of family cycling for the Manly Scenic Walkway between Manly Cove and Lauderdale Avenue (near King Avenue).

REPORT

Council's attention is drawn to a report elsewhere in this agenda wherein there is discussion regarding continued vehicular access to a small section of the Foreshore Scenic Walkway off Bolingbroke Parade.

The Manly Bicycle Committee has been very active in promoting the expansion and extension of the Manly cycleway network. Access to the Fairlight walkway would give a convenient westward link. There is some concern regarding joint use of this path and there is some history in relation of the path widening.

Before considering the issue of merits of the proposal from the Bicycle Committee, a brief background is provided on the path widening.

The issue of path widening from the old 1.2 metres width to the present variable width was the subject of reports to Council on least four occasions. The community generally had fears that the widening of the path would mean that it would be used for cycling in the future and after several reports to Council and Public Forums on the subject, there was agreement to widen the path on the basis that cycles would be precluded from the path. As a further insurance against future decisions to allow cycling on the pathway, the resolutions of Council were specific to ensure that the path width was variable between 1.8 metres and 2.4 metres on the basis that at less than 2.5 metres width it would be non-compliant with the Roads and Traffic Authority Guidelines for a Shared Cycleway and Pedestrian Pathway.

The issue generated a significant amount of community reaction at the time and it is appropriate that Council consult widely on this before making a final commitment.

The Manly Bicycle Committee has engaged in some consultation both with the Manly Scenic Walkway and with the local Precinct and a Submission on behalf of the Bicycle Committee has been prepared and is **attached** for the information of Councillors.

Obviously the Submission from Bicycle Committee is from a particular perspective and Council needs to be mindful of the broad ranging issues and history of the matter in its deliberations.

Corporate Planning and Strategy Division Report No. 12 (Cont'd)

It should be noted that the Submission from the Bicycle Committee in relation to family cycling is based on an argument that there is an entitlement of access pursuant to a definition of "family cycling" under the terms of the New South Wales Consolidated Regulations of the Australian Road Rules.

In general terms the Australian Road Rules relate to all things that occur within the defined boundaries of a road reserve (which is typically all of the space between the two front boundary alignments of the private property adjoining). Therefore, this includes footpaths and nature strips, etc.

Whilst a case is put forward by the Bicycle Committee, the other questions that need to be asked and answered are:-

1. Does Council have the right (if it so wishes) to preclude cyclists from the pathway.
2. Given that the pathway is below the minimum standard (safe) width for a shared pathway, is it prudent for Council to agree to a shared use pathway even on the basis of the "family cycling" argument.

Council's Legal Advisor indicates that regardless of the argument and case put forward in the Manly Bicycle Committee, Council has the prerogative of determining the use of the pathway and has the power to preclude all cyclists if it so wishes. It is a matter for Council to determine whether it wishes to take that decisive step at this stage, or whether it prefers to engage with the community on the subject. Currently the path is signposted to preclude cycling pursuant to Rule 252 of the Australian Road Rules and this takes precedence over the family cycling provisions.

There is an interesting Public Liability issue in that the Roads and Traffic Authority Guidelines for the shared pathway (in this situation) clearly indicate that for safety reasons, that a shared pathway should be not less than 2.5 metres in width.

As expressed earlier this has been a matter of some debate in the past and if Council is minded to open up the issue for public debate, it is suggested that the matter be referred to a Joint Forum, with the various interested groups and committees within the community invited to discuss the proposition. The path at its present width and level of usage may well be unsafe as a shared path, even for family cyclists.

RECOMMENDATION

1. That Council re-affirm the present cycling ban on the Foreshore Scenic Walkway.

OR ALTERNATIVELY:-

2. That the Council host a Community Forum of all interested parties with representatives of the Bicycle Committee, Manly Scenic Walkway Committee, Manly Access Committee, Manly Traffic Committee, Fairlight Precinct Community Forum, and other interested parties to consider the proposition as outlined in the report.

ATTACHMENTS

AT-1 Bicycle Committee Submission 8 page(s)

PS140305CPSD_7.doc

***** End of Corporate Planning and Strategy Division Report No. 12 *****

Fairlight Scenic Walkway

**Attachment
Bicycle Committee Submission**

Proposal

The Bicycle committee, in response to community demand and their concerns about safety, proposes a one-year trial of family cycling on the Manly Scenic Walkway between Lauderdale Avenue (nr King Avenue) and Manly Wharf. Family cycling is defined under the NSW Consolidated Regulations¹ as

1) For the purposes of rule 250 (1) of the *Australian Road Rules*,² a rider of a bicycle who is 12 years of age or older must not ride on a footpath unless:

(a) if the rider is an adult, the rider is accompanying a child under 12 years of age who is ~~riding on the footpath~~ and the child is under the rider's supervision, or

(b) if the rider is not an adult, the rider is under the supervision of an accompanying adult as referred to in paragraph (a)

Council previously had approved of allowing cycling on the Manly Scenic Walkway. In 1996 Manly Council commissioned GH&D consultancy to produce a bike plan for the Manly LGA Area (including shared paths and on-road paths). This report, which included using a widened Manly Scenic Walkway as a shared path, was unanimously adopted by Council. However when work commenced on widening the walkway to make it a shared path, there was vocal community opposition to cyclists being allowed to use it. The council voted to remove the Scenic Walkway from the proposed bike network and the path was widened to less than the initial recommendation.

So why revisit this topic again if the local residents have overwhelmingly rejected cycling on the Scenic Walkway? The law has changed since the bicycles were banned from the scenic walkway allowing a definition introducing a new definition of family cycling (see footnote 1 below). Thus the proposal being considered, whether a trial of family cycling should be allowed, is markedly different from general cycling: cycling would be restricted to children under twelve with accompanying adults. The Manly Scenic Walkway committee dated 7 December, 2004, states that "people do not

¹ ROAD TRANSPORT (SAFETY AND TRAFFIC MANAGEMENT) (ROAD RULES) REGULATION 1999 - SECT 26 Riding on a footpath cited at <http://www.austlii.edu.au>

² Rule 250 (1) of the *Australian Road Rules* states "The rider of a bicycle who is 12 years old or older must not ride on a footpath if another law of this jurisdiction prohibits the rider from riding on the footpath." Cited at <http://www.rta.nsw.gov.au/rulesregulations/downloads/pts1-21.pdf>

Corporate Planning and Strategy Division Report No. 12
Manly Scenic Walkway - Bicycle Committee Submission Regarding Family Cycling
Bicycle Committee Submission

object to children cycling on the pathway". Everyone is agreement that children should be able to cycle, it is just whether they should be breaking rules to do so. Should the new cycling definition legitimise this activity?

And does this new cycling definition, as part of the Australian Road Rules, apply to the Manly Scenic Walkway? The Bicycle Committee believes that it does (and has had legal advice that it is indeed covered by the Australian Road Rules) for the following reasons.

Definition of Road Related Area in the Australian Road Rules³

Rule 13 What is a road-related area (pp.29-30)

(1) A *road-related area* is any of the following:

- (a) an area that divides a road;
- (b) a footpath or nature strip adjacent to a road;
- (c) an area that is not a road and that is open to the public and designated for use by cyclists or animals;
- (d) an area that is not a road and that is open to or used by the public for driving, riding or parking vehicles.

Note Vehicle is defined in rule 15.

(2) However, unless the contrary intention appears, a reference in the Australian Road Rules (except in this Division) to a *roadrelated area* includes a reference to:

- (a) an area so far as the area is declared, under another law of this jurisdiction, to be a road-related area for the Australian Road Rules; or
 - (b) any shoulder of a road; or
 - (c) any other area that is a footpath or nature strip as defined in the dictionary;
- but does not include a reference to an area so far as the area is declared, under another law of this jurisdiction, not to be a road-related area for the Australian Road Rules.

Rule 13 (1) b appears to be the source of the confusion: the opinion being that because the Scenic Walkway is not adjacent to the road the Australian Road Rules are not applicable. This however ignores 13 (2) c, which also covers areas that are deemed footpaths in the dictionary.

The Australian Road Rules dictionary defines a footpath as:

footpath, except in rule 13 (1), means an area open to the public that is designated for, or has as one of its main uses, use by pedestrians. (p.396)

This designation clearly covers the Manly Scenic Walkway, which in its name betrays its main use as a path for pedestrians. For the Manly Scenic Walkway to be exempt from the Australian Road Rules the council would have to pass a by-law exempting it, thus showing "the contrary intention" of Rule 13.2.

³ The Australian Road Rules were cited at <http://www.rta.nsw.gov.au/rulesregulations/downloads/pts1-21.pdf>.

Corporate Planning and Strategy Division Report No. 12
Manly Scenic Walkway - Bicycle Committee Submission Regarding Family Cycling
Bicycle Committee Submission

Consequently it is clear, in the absence of this by-law, that the Road Rules apply. (After all, it those rules that define the no bicycling symbol. If a path is exempted from the rules, the many signs along the walkway become mere artwork.) Therefore Council should debate the proposal not the validity of the proposal. Should Family cycling be allowed on the Manly Scenic Walkway and, if so, why and how?

Why?

Demand

The demand for safe cycling routes for young children is huge. Hundreds of parents at Manly West School, Manly Village School, St. Mary's School and Redlands House Preschool signed a petition. In fact it is worth observing that many of the signatories erroneously thought that children under twelve were allowed to cycle on the walkway as "it's a footpath" in spite of the no cycling signs. These signatories were letting their children cycle there anyway.

Fairlight Precinct, which represents the same residents who had opposed cycling previously voted in favour of the trial. (The precinct newsletter, delivered to every household in the precinct area, featured this agenda item prominently.) These residents did not come to the meeting to object to allowing a trial of younger children and families. Perhaps there just isn't the community objection to this proposal as most residents do not see it a risk and see that there is no safe cycling alternative for children. Certainly at the meeting, many of the older residents seemed to have a problem with "hoons" on bikes, whom they realised would still be prohibited under the current proposal.⁴

The Interforum, which represents the broader interests of all precincts in the Manly LGA, voted unanimously to support the proposal.

Many tourists may use the Scenic Walkway but it is also a local amenity for local families who pay for its maintenance and upgrade. Indeed Council lost a 50% RTA grant when they decided it would not be a shared path and Manly LGA ratepayers paid for the whole upgrade. Surely the needs of those residents must take priority over day-trippers.

Residents of Manly with young children would like their children to be able to cycle on the walkway as a safe way to travel to Manly.

Safety

Certainly signatories to the petition cited safety as their chief reason for signing: getting their children out of the car without risking being hit by one. Certainly the alternative to cycling on the Scenic Walkway, cycling on Lauderdale Avenue, is extremely unsafe.

⁴ The Fairlight precinct newsletter is attached as Appendix A.

ATTACHMENT 1

Corporate Planning and Strategy Division Report No. 12 Manly Scenic Walkway - Bicycle Committee Submission Regarding Family Cycling Bicycle Committee Submission

- Lauderdale Avenue is a narrow road and this has been exacerbated by the non-central line markings, which allow for parking on one side.
- It has many blind roads coming off the Fairlight Hill (Rosedale Avenue, Woods Pde, Laurence St, Margaret St) and from the harbour (Bolingbroke Parade, Fairlight Crescent, King Avenue). The twists and turns on the road combined with several hill crests mean that visibility is restricted at all of these entry points. In fact it is hard to think of a single entry point on Lauderdale Avenue that does have good visibility.
- Most importantly perhaps for children it has no continuous footpath suitable for cycling: The north side frequently disappears or transforms into flights of stairs while the south side is a narrow path that ends in steps near King Avenue, has cars parked across it especially at weekends and at many points (e.g. close to Delwood Beach) is on a kerb-less incline, which makes it impossible for cyclists still on training wheels.

But when looking at providing cycle paths for children it is important to consider the following sobering statistics.

- Forty cyclists on average are killed and 2,500 are seriously injured each year on Australian roads and nearly half of those seriously injured are children who under sixteen years of age.⁵
- Ninety percent of these collisions involve a motor vehicle.⁶
- It is the other road user, the motor vehicle driver, who is at fault in more than half these fatalities.⁷ While the vehicles involved in collisions are classified into different categories, these do not separately identify four-wheel drives. These wider cars, now in greater numbers on our roads, have reduced visibility of objects at lower heights, which must pose a greater risk to child cyclists.⁸
- Sixty-six percent of fatalities occur at intersections, which is a relevant statistic considering the number of blind intersections on Lauderdale Avenue already detailed in this report.
- “Each year over 200 children are killed or seriously injured on Australian roads while travelling between home and school.”⁹ Council surely has a duty to ensure they provide the safest route possible for our younger residents travelling to St. Mary’s, Manly Village or even Nippers.

⁵ Australian Transport Safety Bureau, “Road Safety in Australia”, ATSB, Canberra ACT, 2004. p. 195. I have not been able to extrapolate statistics for children 0-11, which is the community we are considering.

⁶ Roderick J. Katz, Nariida C. Smith, A review of recent bicycle related safety research in Australia, Sydney: Institute of Transport Studies, Graduate School of Business, University of Sydney, 1993, p.6.

⁷ Smith & Katz, p.8.

⁸ “Road Safety in Australia” This report notes that more than half of child driveway deaths involve 4WD vehicles, which is a vast statistical overrepresentation (p217).

⁹ “Road Safety in Australia”, p.208.

Corporate Planning and Strategy Division Report No. 12
Manly Scenic Walkway - Bicycle Committee Submission Regarding Family Cycling
Bicycle Committee Submission

The 2004 report on Road Safety in Australia states “in principle the safest environment for young walkers and cyclists is one completely separated from the movement of motorised traffic”.¹⁰ Manly Council is lucky in The Scenic Walkway to have one such path. A 1987 government report into cycling accidents suggested that children aged between five and twelve should always cycle off road on barrier-separated cycle paths or on shared footpaths.¹¹

In terms of risks to pedestrians cyclists are currently legally using approximately thirty percent of this stretch of the walkway between Manly Wharf and North Harbour: cyclists can cycle between Oceanworld and Manly Wharf, also on the section that allows cars, motorcycles and bicycles and also along King Avenue.

A good comparison for risk would be with the beachfront cycle path. Certainly the beachfront would appear to be potentially more dangerous; it has and a greater number of pedestrians, many of whom are crossing the path from their cars from parked cars to beachfront. Yet there have been only a handful of incidents in more than a decade since the path became operational. And along with the beachfront, the scenic walkway (unlike the Campbell Parade bike path) actually allows the bicyclist to get to a destination.

Ease traffic congestion and parking

Cycling on the Scenic Walkway would allow family groups to get to a destination, thus reducing the number of car journey and the strain on Council parking facilities. Parents signing the petition said they would like to be able to cycle to Nippers on the beachfront on a Sunday morning (and every parent is aware of the notorious parking difficulties close to the beachfront during Nippers, whether at South Steyne or Queenscliff). The walkway would also provide convenient access (linking with other off-road paths) to Manly Village and St. Mary’s schools. This increase in cyclists would result in a corresponding decrease in car journeys thus improving the environment for all Manly residents. As the Australian Transport Safety Bureau notes “[cycling] is an accessible form of transport and has health and environmental benefits for all the community.”¹²

Health

As well as the associated reduction in vehicle emissions health can be improved through regular exercise. We must all be aware of the new epidemic of childhood obesity. Government bodies and doctors understand that exercise taken as a separate discrete activity which is harder to maintain. The State Government urge people to “make a habit of walking or cycling instead of using the car”.¹³ It is important to note that to prevent future back problems young school children should not walk long distances with heavy backpacks to school. Cycling provides exercise and a place to put the school bag without straining the back.

¹⁰ “Road Safety in Australia”, p.209.

¹¹ National Bicycle Safety Conference (1986 : Newcastle, N.S.W.), Bikesafe 86 : conference proceedings, 29 April to 2 May 1986 / [National Bicycle Safety Conference, Newcastle, Australia], Canberra : Australian Govt. Pub. Service, 1987.

¹² “Road Safety in Australia”, p.190.

¹³ NSW Department of Sport and Recreation, Getting Active- How To Start cited at http://www.dsr.nsw.gov.au/active/How_main.asp

ATTACHMENT 1

Corporate Planning and Strategy Division Report No. 12 Manly Scenic Walkway - Bicycle Committee Submission Regarding Family Cycling Bicycle Committee Submission

Changing Demographic

The population of Manly LGA is growing, from 35,367¹⁴ in 1996 to 38,868¹⁵ by 2003, a rise of nearly ten percent. The number of children aged 0-4 has dramatically increased from 2,007 in 1996 to 2,320 in 2001, while the 5-11 year age group has steadily increased over the 10 year period from 2,192 in 1991 to 2,794 in 2001.¹⁶ Both these age groups outstrip the overall growth in the LGA. The overall increase in population has led to greater congestion on roads and in car parks, putting strain on infrastructure (such as parking for Nippers). Allowing families to cycle safely to Manly would help ease this congestion. Perhaps Manly's changing demographic can explain why so many more families are demanding that their children can cycle on the walkway and also why there are not a large number of objections to this proposal.

Liability

Council has to consider public liability issues in these cases. While there maybe liability issues if a bicycle hits a pedestrian on the walkway, it could also be argued that Council would be liable if a cyclist was hit by a car, having been forced to cycle on a dangerous road through being banned by Council from using the only option that was deemed safe in the GH&D consultants' report.

¹⁴ Census information available at the Manly Council Website on <http://www.manly.nsw.gov.au/>

¹⁵ Australian Bureau of Statistics, Preliminary Local Government Area (LGA) populations (at 30 June 2003), ABS cat. no. 3235.0-8.55.001, viewed at <http://www.abs.gov.au/>

¹⁶ Sue Ladd, "Needs Assessment for Children and Families in the Manly LGA, Manly Council, January 2004, p.4.

ATTACHMENT 1

Corporate Planning and Strategy Division Report No. 12 Manly Scenic Walkway - Bicycle Committee Submission Regarding Family Cycling Bicycle Committee Submission

How

Consultation with Manly Council's Traffic Engineer and Road Safety Officer in conjunction with Bicycle Committee will ensure that safety aspects, such as speed restrictions, signage and education, are addressed.

Appropriate signage will be placed at every entry point to clearly identify who can and cannot cycle on the walkway. (As the rules are the same as those that govern every footpath they are relatively easy to understand. And it is worth mentioning again that many who signed the petition thought that children under 12 were allowed to ride on the walkway.)

ATTACHMENT 1

Corporate Planning and Strategy Division Report No. 12 Manly Scenic Walkway - Bicycle Committee Submission Regarding Family Cycling Bicycle Committee Submission

Bibliography

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TO: Planning and Strategy Committee - 14 March 2005
REPORT: Corporate Planning and Strategy Division Report No. 13
SUBJECT: Manly Environment Centre - Strategic Direction
FILE NO:

SUMMARY

- The Manly Environment Centre (MEC) celebrates its 14th anniversary this week.
- The MEC has made significant achievements over that period.
- There exists several key opportunities for the MEC which can result in enhancing its objectives and address some other key goals of Council.
- This report proposes a long term future for the MEC as a core function of Council with a re-location to a new third level on the existing Library building.

REPORT

Background

On the 10th April, 2000, Council considered an item on the operations of the Manly Environment Centre. This report highlighted the important role that the Centre plays in coordinating and delivering Council's environmental education as well as the important research role that it provides for Council's conservation and management programs. It also highlighted the shop-front/drop-in nature of the centre.

Following the review in 2000 which advanced two options for the MEC, either to separate it from Council as a separate legal entity or alternatively to directly manage and nurture it, the MEC became part of Council's Corporate Planning and Strategy Division. It became part of the Natural Resources Branch.

Its education programs, guided by the Manly Sustainability Strategy and Education for Sustainability Strategy are at the forefront of local government in Australia and are closely aligned with conservation management and policy development programs in the Council's Management and Corporate Plans (in part funded by Council's Environment Levy).

It is also an important centre for the gathering of information and a rallying point for community action on environmental issues (i.e. community advocacy).

The current MEC is extremely limited in space and resides in leased premises at 41 Belgrave Street, Manly. The annual rent (in round figures) is \$50,000. Council could better invest this funding into securing Council-owned premises with more space, light and which more appropriately reflects this Council's regard for environmental imperatives (i.e. sustainability).

Where rent is a tax deductible overhead, it can be justified on the basis of Capital Funds preservation. For Local Government it is perhaps not the best economic option, particularly if it is anticipated that the activity or business is long term.

When one has regard for the fact that we have a "sunk cost" of \$250,000 in the Library building (having built it to take an extra floor), and having regard to the synergies of the two establishments (Library and MEC) in terms of public invitation and accessibility and in relation to resources and resource cataloguing and management, there is merit in terms of being co-located.

Corporate Planning and Strategy Division Report No. 13 (Cont'd)**New Opportunities - Enhancing Synergies**

The strategy outlined below is predicated on enhancing synergies and optimizing resources. Firstly, I think that there is great merit in having the MEC in the Library building. The Library has an average of 1,500 people per day. The MEC has between five and 25 people per day. The Library is an information/research centre with equipment expertise and staff to assist in management of (sometimes duplicated) resources. Secondly, the building is relatively easy to add to economically and it is central and already highly patronised.

Thirdly, Council has a concern about environmental impacts and tourism. There is an opportunity for a new focus on ecotourism by broadening the MEC profile.

Council at its Extraordinary Meeting of 23rd February, 2004 and Planning and Strategy Committee Meeting of 8th March 2004 resolved to identify ways to "... integrate tourism with a sustainable future for the area". The Corporate Plan and Manly Sustainability Strategy set the Policy Framework on the delivery of this which also includes:

"To assist Manly to become a major sustainable eco tourism destination, yet ensure that this does not compromise the environment of local residents and the natural environment".

Council allocated \$40,000 in the 2004/05 budget to commission an independent study on the effects of tourism on the environment and residents, along with an "Ecotourism" Feasibility study. Further, Council has recently been successful to gain a \$67,000 grant to fund an environmental management education program tailored for the tourism operators in partnership with the University of Western Sydney and the Manly Chamber of Commerce.

The Manly Environment Centre already has significant synergies with ecotourism, holding specialist events for the community that are well patronised and often over subscribed. This could be a new source of supporting revenue for the Centre.

The VisionAdding Another Level to the Existing Library Building

There exists a strong synergy with the Library and the MEC - both are community information and resource centres. Library staff are currently assisting MEC staff to catalogue the entire MEC resource collection to enable ease of search and also entering it on the SHORELINK database it can be viewed externally by everyone on the internet. If the resources are kept separate, it will result in customers having to walk two blocks to the MEC to view the document.

The Library currently has an average daily attendance of 1,500 people. Many surveys indicate that people are currently unaware of the MEC. A new MEC at the Library would inevitably increase awareness of, and attendance at, the MEC.

Combining the MEC and Ecotourism Objectives

There are synergies in these objectives, i.e.:-

- To develop long term partnerships with "endorsed" existing local low-impact activity operators and link with Council coordinated eco-tours to establish a thriving, sustainability focused, ecotourism destination.
- Create a booking system at the Visitor's Information Centre and MEC for ecotours and endorsed private operators (with a % booking fee taken) to help people enjoy Manly in a sustainable manner.

Corporate Planning and Strategy Division Report No. 13 (Cont'd)

- Establish an Environmental History Museum and Teaching Laboratory at the Manly Environment Centre to showcase Manly's unique environments and history, and to be the starting point for ecotours enabling delivery of true environmental education, and raise the environmental awareness of visitors to Manly.

These facilities would double as an education centre for school children as well.

The New MEC Including an Environmental History Museum and Teaching Laboratory (EHM&TL)

"Exploring Manly's past, understanding the present, imagining the future"

The Manly Environment Centre currently has a wealth of knowledge on regional environmental issues and history. Unfortunately this is 'hidden' away in reference materials and documents and is thus not well presented or appealing to the broader community.

It is envisaged that through working with Powerhouse Museum and Australian Museum and other experts, we can create an Environmental History Museum based on a region's environmental issues and history such as the "Norfolk Island Pines Demise" and "Poo Marches" etc. It will be an accessible, inspirational and interactive environmental learning experience to share environmental issues through Manly's eyes, e.g. sea level rise impacts, and the achievement and progress to date in waste management and recycling.

Ecotours Link

Ecotours could commence at the MEC to give an understanding of Manly's unique environmental and cultural heritage, and then proceed to the Teaching laboratory for a briefing of the tour that the patrons would be about to embark on, including audio-visual presentation. They would then proceed, for example, on a snorkeling adventure at Cabbage Tree Bay Marine Reserve operated by one of Manly's Dive Centres (who would tender for the contract). The model is based upon fee-for-service.

The MEC operations would be a unique aspect to all Council-coordinated tours. The MEC would also be a booking agency for the ecotours and EHM tours, with a link to a reservations system at Council's Visitors Information Centre (also taking \$% for booking fees). There could also be a web-based booking system.

The MEC would also sell endorsed products and eco-souvenirs such as calico bags, "trees for travellers" program and environmental message t-shirts specific to Manly.

Community Link (including Schools and Volunteer Groups)

The community will also be a key target audience of the MEC, with a regular workshop program, lectures, tours of the EHM and a volunteers program will be established to assist with these additional services. Schools will also be a key audience, and Teaching Plans will be prepared to ensure that the programs are tailored to the curriculum.

Current MEC Services Maintained and Enhanced

The MEC's services will be maintained & enhanced as a percentage of the profits from the ecotours and shop will help sustain MEC's environment, awareness, education and action (advocacy) activities.

Corporate Planning and Strategy Division Report No. 13 (Cont'd)**Funding Proposal**

The cost of the Level Three extensions is around \$1,000,000.

Possible sources of funding:-

- Annual rent saved (~\$50,000);
- Annual commitment of \$50,000 from the Environment Levy (i.e. 5.0% of the annual Levy);
- Profits from the MEC shop
- A percentage of profits and booking fee from the ecotour operations. Thus a percentage of each visitor's dollar will be injected back into the environment to offset their environmental impact.
- Grant funds are also being vigorously sought to offset the initial capital investment.
- Section 94 Funds.
- Loan Funding.

However, if the \$1 Million is funded, we would have a \$1.25 Million dollar facility from day one because of the previous "sunk costs" invested in the Library building in 1995 and in terms of the flow on benefits from advancing the ecotourism focus, we would have:-

1. A reduced and managed impact on our natural resources.
2. Education and awareness raising (and appreciation) of environmental imperatives.
3. Truly acted locally in thinking globally.

An interim move to Level Two of the Library would enable the commencement of rent saving during the building process, and bring the resource library of the MEC closer for the community to access when searching on the Library's catalogue. The temporary move would see the remodeling of the floor to enable a dedicated Centre that was open to the community, and would be at least equal to the current space rented. Another synergistic strategy is to complete the new Depot building and in turn relocate staff out of the second level of the Library to the Town Hall.

RECOMMENDATION

That Council commit to building a level three on the Library building within the next two Budget cycles to accommodate the MEC and that the General Manager report in the current Budgetary process on a funding package for consideration in the adoption of the Three Year Management Plan.

ATTACHMENTS

There are no attachments for this report.

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***** End of Corporate Planning and Strategy Division Report No. 13 *****

TO: Planning and Strategy Committee - 14 March 2005
REPORT: Corporate Planning and Strategy Division Report No. 14
SUBJECT: Items for Brief Mention - Minutes for Adoption by Council - Special Purpose Committees and Joint Committees
FILE NO:

1. Minutes Of Meetings:

- (i) Landscape Management and Urban Design Committee - Minutes of a Meeting Held on 9th February, 2005.
- (ii) Manly Council Community Environment Committee - Minutes of a Meeting Held on 10th February, 2005.
- (iii) Manly Aboriginal and Torres Strait Islander Committee - Minutes of a Meeting Held on 14th February, 2005.
- (iv) Manly Council Social Plan Implementation Committee - Minutes of a Meeting Held on 15th February, 2005.
- (v) Manly Traffic Committee - Minutes of a Meeting Held on 28th February, 2005.
- (vi) Manly Sports Facilities Committee - Minutes of Meeting Held 4th February, 2005.
- (vii) Manly Sustainability Strategy Management Group - Minutes of Meeting Held 8th February, 2005.
- (viii) Combined Little Manly and Forty Baskets Coastline Management Plan Steering Committees - Minutes of Meeting Held on 8th February, 2005.
- (ix) Manly Scenic Walkway Committee - Minutes of Meeting Held on 8th February, 2005.
- (x) Manly Council Bicycle Committee - Minutes of Meeting Held on 11th February, 2005.
- (xi) Manly Council Playground Management Committee - Minutes of Meeting Held on 17th February, 2005.
- (xii) Manly Lagoon Catchment Co-Ordinating Committee - Minutes of Meeting Held on 17th February, 2005.
- (xiii) Heritage Committee - Minutes of Meeting Held on 2nd March, 2005.

2. The following Minutes contain recommendations of a substantial nature requiring formal Council adoption as follows:

2(a) Manly Sports Facilities Committee - Minutes of a Meeting Held on 4th February, 2005

Item Number: 4.2 - Manly Oval Picket Fence/Score Board

Recommendation:

- "1. That Council support the bid for the 2005/2006 Manly Council Budget for the installation of a picket fence around Manly Oval and a score board. And that these funds be supplemented with fundraising efforts.

Corporate Planning and Strategy Division Report No. 14 (Cont'd)

2. That a sub Committee be established to promote the fund raising for the completion of the Picket Fence project. Members of the Sub-committee are Cllr Jean Hay, David Parker, Bob Brenner and Ben Wotton."

2(b) Manly Sports Facilities Committee - Minutes of a Meeting Held on 4th February, 2005**Item Number: 8.1 - Bantry Bay - Raiders Relocation Update**

Recommendation:

"That the proposed use of the Bantry Bay Amenities block change rooms be endorsed and that works commence as a matter of urgency."

2(c) Manly Sports Facilities Committee - Minutes of a Meeting Held on 4th February, 2005**Item Number: 8.2 - Bike Path at Bantry Bay**

Recommendation:

"That the Manly Sports Facilities Committee supports the Bike Committee proposal for a path and bike racks."

Update: Agreement has been reached with Manly Dam representatives to divert the path around the pinch point of the playing surface dead ball zone into the bush area for about 18 metres. Local environment groups support the path as a buffer between grass and bush.

2(d) Manly Sports Facilities Committee - Minutes of a Meeting Held on 4th February, 2005**Item Number: 10.2 - Nolan Reserve Netball Court Proposal**

Recommendation:

- "1. That the Manly Sports facilities Committee request that Warringah Council review past reports that support four alternative locations for netball through out the Warringah being:-
 - J.J Miller
 - Aquatic Reserve
 - David Thomas Reserve
 - Walana Road
2. That a full environmental impact study be implemented before any plans are confirmed, to investigate the possible runoff and affects on local native fauna."

2(e) Manly Sustainability Strategy Management Group - Minutes of a Meeting Held on 8th February, 2005**Item Number: 5.2 - Community Representative Update on Expressions of Interest Received**

Recommendation:

"The Committee recommend Jane McDonald to fill the community representative position on this Committee, noting her relevant qualifications and experience."

Corporate Planning and Strategy Division Report No. 14 (Cont'd)

- 2(f)** Combined Little Manly and Forty Baskets Coastline Management Plan Steering Committee - Minutes of a Meeting Held on 8th February, 2005

Item Number: 3.3 - Forty Baskets Draft Landscape Masterplan

Recommendation:

1. That the Draft Forty Baskets Reserve Landscape Masterplan be endorsed in its current form, noting need for consultation with Balgowlah Heights Community Precinct and letter box drops to immediate residences regarding detail of dinghy storage facilities.
2. That the Coastal Project Officer submit an application under the Sharing Sydney Harbour Access Grants program for implementation of the Forty Baskets Landscape Masterplan by 23 April, 2005."

- 2(g)** Manly Scenic Walkway Committee - Minutes of a Meeting Held on 8th February, 2005

Item Number: 3.1 - Update on Vehicle Parking Issues at Bolingbroke Parade

Recommendation:

"That the notation be moved." (That the work is scheduled for May/June, 2005.)

- 2(h)** Manly Scenic Walkway Committee - Minutes of a Meeting Held on 8th February, 2005

Item Number: 4.3 - Update on Tree Vandalism Incident on National Park and Council Land Near Ogilvy Road

Recommendation:

"That a letter be delivered to houses and a banner erected with a slogan seeking further assistance in identifying those responsible for the vandalism."

- 2(i)** Manly Council Bicycle Committee - Minutes of a Meeting Held on 11th February, 2005

Item Number: 7 - Beach Front Bike Path

Recommendation:

1. That the committee seeks reinstallation of a line along the bike path from Queenscliff to South Steyne Beach Surf Club for reasons of safety for both riders and pedestrians. The committee recommends that a dotted line be used on the new paved area and that the straight line be retained on the existing path that has not been resurfaced as part of the works.
2. That at South Steyne and Corso provide signage that request riders to dismount to avoid collision between pedestrians and riders crossing at the lights."

- 2(j)** Manly Council Bicycle Committee - Minutes of a Meeting Held on 11th February, 2005

Item Number: 8 - Discussion/Decision on Form of Victoria Parade Beach/Harbour Link

Corporate Planning and Strategy Division Report No. 14 (Cont'd)

Recommendation:

- "1. That the Option 2 be recommended as the preferred path between the beach and harbour.
2. That the Traffic Committee be requested to consider this plan and to assess the recommendation of parking rear to curb.
3. That Council support this project in the 2005/2006 budget or in the current FY if other approved projects are delayed.
4. That the path be coloured in green to increase awareness to drivers and pedestrians that cycles are entering."

2(k) Manly Council Bicycle Committee - Minutes of a Meeting Held on 11th February, 2005

Item Number: 10 - Fairlight Foreshore Bike Route Submission to Council

"That the information be noted."

(See separate item elsewhere in this Agenda.)

2(l) Manly Council Bicycle Committee - Minutes of a Meeting Held on 11th February, 2005

Item Number: 12 - Bantry Bay Bike Route Inspection Report

Recommendation:

- "1. That a meeting be organised with representatives for the Mountain Bike, Manly Dam, Wakehurst Golf Club, the Manly Bicycle Committee and Manly Council to discuss the possible mountain bike tracks between Manly Dam and the Bantry Bay Reserve.
2. That Funding be allocated from the Bike Committee budget to install a new crushed rock path around the northern edge of Bantry Bay Reserve.
3. That the traffic Committee consider the traffic slowing devices on Clontarf Street at the entrance to the Wakehurst Golf Club and funding be arranged between Manly Council, Warringah Council and the Wakehurst Golf Club."

2(m) Manly Council Playground Management Committee - Minutes of a Meeting Held on 17th February, 2005

Item Number: 6 - Projects 2005/2006

Recommendation:

"That the Committee supports the Council Budget Bid of \$359,000 to implement playground projects for the Manly Council 2005/2006 Budget."

2(n) Manly Council Playground Management Committee - Minutes of a Meeting Held on 17th February, 2005

Item Number: 7 - Maintenance Inspection

Corporate Planning and Strategy Division Report No. 14 (Cont'd)

Recommendation:

"The Committee recommend measures to increase the maintenance budget for the new financial year to adequately cover all risk repairs, as prepared in a budget bid for 2005/2006."

2(o) Manly Lagoon Catchment Co-Ordinating Committee - Minutes of a Meeting Held on 17th February, 2005**Item Number: 4.1 - Proposed Netball Courts at Passmore and Nolan Reserves**

Recommendation:

1. That in view of the widespread community dissention over the proposal to relocate netball from John Fischer Park to Nolan and Passmore Reserves, Warringah Council be requested to defer this matter until such time as a future democratically elected council be installed.
2. That the concern be expressed at the lack of consideration of strategic options consistent with the Warringah Creek Management Study 2004 and the Manly Lagoon and Catchment Integrated Catchment Management Strategy 2004.
3. That it is noted that the particular concerns are:
 - The likely impacts of increased hard surfaces on both quantity and quality of water run-off to Manly Lagoon.
 - The likely deterioration of water quality resulting from the provision of 400 parking spaces resulting in a much larger turnover of vehicles causing road-based pollutants.
 - The potential for increased traffic impacts in the immediate vicinity of the reserve.
 - Impacts on the local amenity.
 - Likely displacement of other sports.
4. That Warringah Council be called on to review its determination to provide at least 40 hard surface courts in one location and to consider alternative feasible sites accommodating a smaller number of courts.
5. That in considering other possible locations, Warringah Council take account of environmental concerns, especially those outlines in the (3&4) above."

2(p) Heritage Committee - Minutes of a Meeting Held on 2nd March, 2005**Item Number: 4.6 - Plaques Budget**

Recommendation:

"The Committee recommends that in order to keep pace with the costs of repair and maintenance, together with the increasing demand from community bodies for commemorative plaques, the plaques budget be increased from \$3,000 to \$5,000."

2(q) Heritage Committee - Minutes of a Meeting Held on 2nd March, 2005**Item Number: 12.1 - Casa Mia - 3 Oyama Avenue, Manly**

Corporate Planning and Strategy Division Report No. 14 (Cont'd)

Recommendation:

"The Committee recommends that Council consider the Heritage listing of Casa Mia, 3 Oyama Avenue, and a heritage assessment of the property be carried out as a matter of urgency."

RECOMMENDATION

1. That the recommendations of Minutes of Meetings, as listed in Item 1 above, being 1(i) to 1(xiii), be adopted.
2. That in relation to all matters of a substantial nature listed in Item 2 above, being 2(a) to 2(q), be adopted as per the recommendations of the Committees.

ATTACHMENTS

There are no attachments for this report.

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***** End of Corporate Planning and Strategy Division Report No. 14 *****