

8.2. Community Strategic Plan - Post Exhibition

AUTHOR: Jenny Gleeson, Manager Corporate Planning & Engagement

ENDORSED BY: Shane Sullivan, Executive Manager Governance

ATTACHMENTS:

1. Attachment 1 - Community Strategic Plan [8.2.1 - 42 pages]
2. Attachment 2 - Submissions Summary [8.2.2 - 55 pages]

PURPOSE:

This report presents the feedback received in the final stage of preparing the *North Sydney Community Strategic Plan - North Sydney Vision 2040* and seeks adoption of the final plan (Attachment 1) post exhibition.

EXECUTIVE SUMMARY:

The *Community Strategic Plan* sets the high-level strategic direction for the North Sydney local government area (LGA) and the top of the Council's Integrated Planning & Reporting (IP&R) framework. It is an aspirational plan that describes the desired long-term future for the North Sydney LGA. In accordance with the *Local Government Act 1993*, every four years, each term of Council must prepare the Plan on behalf of its community by 30 June following the local government election, covering a minimum period of 10 years.

As previously reported to Council, review of the *Community Strategic Plan 2018-2028* was undertaken in accordance with the *Community Engagement Strategy* adopted in September 2021. Stage 1 preliminary engagement included a mix of representative and opt-in consultation methods to identify the key priorities to inform the new plan. Councillors were involved via a two-stage workshop process, that considered the State 1 outcomes and refined the draft plan's content.

Stage 2 engagement occurred from 27 April to 8 June 2022 (42 days) during which time effort was made to ensure widespread stakeholder awareness of the opportunity to provide feedback on the plan during the public exhibition period. The report includes statistics detailing the inform reach, demonstrating significant stakeholder awareness of the public exhibition period. A total of 34 submissions were received.

Submissions covered a wide range of issues, many already covered by the draft plan, single issues relating to specific Council programs or supporting plans and strategies (including the *Delivery Program 2022-2026* and annual *Operational Plan & Budget* and/or supporting *Resourcing Strategy 2022-2032*), issues outside the scope of Council's direct responsibility and some general comments. Following final adoption of the *Community Strategic Plan* all submitters will be acknowledged and advised whether the plan was amended in response to their feedback.

The report summaries the key amendments that have been made to the final plan, as reflected in Attachment 1. Set submission assessment criteria was used to assess each submission and determine whether the plan required amendment, as outlined in Attachment 2. Submissions have been proactively released in accordance with Council's *Access to Information Policy*.

Following adoption, the *Community Strategic Plan* will be published on Council's website. Limited copies will be printed and made publicly available, and a promotional campaign will be undertaken in July-September 2022. A communications plan is being prepared to create greater awareness of the Plan.

FINANCIAL IMPLICATIONS:

The *Community Strategic Plan* is a whole of community plan, of which Council is the custodian. For North Sydney Council's part in working towards the community's vision, its responsibilities are articulated in the accompanying *Delivery Program 2022-2026* (Item 8.5) which includes financial estimates and the *Long Term Financial Plan 2022-2032*, a component of Council's *Resourcing Strategy 2022-2032* (Item 8.3).

RECOMMENDATION:

- 1. THAT** the submissions summary be noted.
- 2. THAT** Council adopts the final North Sydney Community Strategic Plan - North Sydney Vision 2040 in accordance with section 402 of the Local Government Act 1993.
- 3. THAT** the Mayor write to all the submitters thanking them for their efforts and support in preparing the North Sydney Community Strategic Plan.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

5. Our Civic Leadership

5.1 Council leads the strategic direction of North Sydney

BACKGROUND

Council at its meeting of 27 September 2021 resolved:

1. THAT the Council adopt the Community Engagement Strategy to inform review of the Community Strategic Plan and note the preparation timetable.

Due to the time constraints forced by the deferral of the 2021 Local Government elections, it was resolved not undertake a significant review of the 2018 plan at this time, such will occur in 2024. Usually, councils have nine months to prepare their revised IP&R suite of plans head of the 30 June deadline, however this period was significantly reduced.

Council at its meeting of 8 November 2021 resolved:

1. THAT Council receive the End of Term Report 2021.

Council at its meeting of 26 April 2022 resolved:

1. THAT the Draft North Sydney Community Strategic Plan - North Sydney Vision 2040 be placed on public exhibition for 42 days being in excess of the required minimum of 28 days.

2. THAT a further report be prepared for Council's consideration at the end of the submissions closing period.

CONSULTATION REQUIREMENTS

Community engagement has occurred in accordance with Council's *Community Engagement Protocol*. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

DETAIL

Attachment 1 is presented to Council for adoption; this is the final *North Sydney Community Strategic Plan - North Sydney Vision 2040* incorporating amendments made in response to submissions received (summarised in Attachment 2). The *Community Strategic Plan* sets out the community's priorities and aspirations for the next 10-20 years. The preparation of the plan complies with statutory Integrated Planning and Reporting requirements.

Review of the *North Sydney Community Strategic Plan 2018-2028* was undertaken in accordance with the *Community Engagement Strategy* adopted in September 2021, which is prescribed requirement (Essential Element 2.1). Stage 1 preliminary engagement included a mix of representative (*Customer Satisfaction Survey 2020*) and opt-in consultation methods, including the Liveability Census 2021, to identify the key priorities to inform the new plan. Other opportunities included:

- online survey - prioritise the Outcomes and Strategies in the 2018 plan, and identify new issues and priorities
- submissions - via the online submission form, email or mail
- map - place a pin on the online mapping tool to identify issues/concerns
- story sharing - share a story experience about the North Sydney area via the online tool, email, Instagram, or Facebook
- photo sharing on Instagram or Facebook, or via email - what you love most about the North Sydney LGA e.g. favourite location, feature or experience with the hashtag #mynorthsydney
- children's artwork - children 12 years and under could visually depict their vision for the future of North Sydney on the provided template or any A4 format

Councillors were involved via a two-stage workshop process, that considered the State 1 outcomes and refined the draft plan's content.

1. Public Exhibition Period

Public exhibition of the draft plan was conducted in accordance with the following Essential Elements prescribed in the Office of Local Government's *Integrated Planning & Reporting Guidelines* (2021):

- *1.6 - The council must place the draft Community Strategic Plan on public exhibition for a period of at least 28 days and comments from the community must be accepted and considered prior to the endorsement of the final Community Strategic Plan.*
- *1.7 - The exhibition of the Community Strategic Plan must be undertaken in accordance with the council's Community Engagement Strategy, as prescribed by section 402A of the Act.*

Stage 2 engagement occurred from 27 April to 8 June 2022 (42 days) during which time effort was made to ensure widespread stakeholder awareness of the opportunity to provide feedback on the plan during the public exhibition period.

1.1 Inform Reach

The following summary details the methods used to increase awareness of the draft plan and the reach:

- web page - over 524 page views (compared to 958 views in Stage 1), including:
 - 177 downloads of the draft plan
 - 21 downloads of the Council report, 26 April 2022
 - 7 downloads of the Stage 1 engagement outcomes summary
 - 4 views of the Frequently Asked Questions

- media release
 - articles in North Shore Living, North Shore Living, North Sydney Sun and Mosman Collective
- direct letters/emails to State agencies, local schools/education institutions chambers of commerce and community centres/community groups
- Council's eNewsletters including:
 - Council eNews - May 2022 issue (1,377 subscribers, 27 click links) and June 2022 issue (1 click link)
 - Stanton eNews - May 2022 issue (4,728 subscribers, 9 click links) and June 2022 issue (5 link clicks)
 - Business eNews - April 2022 issue (649 subscribers, 4 click links), May 2022 issue (1 click link) and June 2022 issue (1 click link)
 - Green eNews - May 2022 issue (4,148 subscribers, 10 click links)
 - Coal Loader eNews - June 2022 issue (2,754 subscribers, 2 click links)
 - Precincts eNews - weekly x 6 issues (162 subscribers, 18 click links total)
 - CSP Keep Informed eNews - May 2022 issue (398 subscribers, 36 click links) and June 2022 issue (0 click links)
- posts on Council's social media accounts:
 - Facebook post 1, 2 May 2022 - 478 people reached, 9 post clicks, 4 likes, 0 comments and 1 shares;
 - Facebook post 2, 18 May 2022 - 463 people reached, 11 post clicks, 5 likes, 0 comments and 1 shares;
 - Facebook post 3, 31 May 2022 - 9,589 people reached, 165 post clicks, 8 likes, 4 comments and 2 shares;
 - Facebook post 4, 6 June 2022 - 1,013 people reached, 28 post clicks, 5 likes, 0 comments and 1 shares;
 - Instagram post 1, 3 May 2022 - 396 impressions, 355 reach, 3 likes
 - Instagram post 2, 18 May 2022 - 346 impressions, 306 reach, 2 likes
 - Instagram post 3, 2 June 2022 - 353 impressions, 327 reach, 2 likes
 - Twitter post 1, 3 May 2022 - 289 impressions, 7 engagements, 2 link clicks,
 - Twitter post 2, 18 May 2022 - 307 impressions, 7 engagements, 4 link clicks
 - Twitter post 3, 2 June 2022 - 154 impressions, 2 engagements
- advert in North Sydney Living (online)
- advert in the Mosman Daily (print edition)
- advert in the North Sydney Sun - May issue (print edition)
- North Shore Mums
 - Item in the eBulletin, 2 June 2022 - 12,262 subscribers, 4,975 opens and 542 ad clicks
 - Facebook page post, 3 June 2022 - 3,439 impressions, 338 clicks
 - Facebook group post, 5 June 2022
- memorandum to Precinct Committees
- presentation to Rotary Sunrise, North Sydney on 31 May 2022
- information stalls:
 - 14 May 2022 - North Sydney Art Prize opening day at Coal Loader Centre for Sustainability
 - 21 May 2022 - North Sydney Produce Markets, Civic Park
 - 28 May 2022 - Kirribilli General & Fashion Market, Milson Point

- 5 June 2022 - Artisan Markets at Coal Loader Centre for Sustainability

The above statistics demonstrate significant stakeholder awareness of the public exhibition period.

1.2 Submissions

Council received 34 submissions during the exhibition period, excluding Councillors and staff feedback, as well as feedback provided at the pop-up information stalls. Attachment 2 collates the submissions received, which are proactively released in accordance with Council's *Access to Information Policy*.

The following table summarises the submissions received by stakeholder type:

Stakeholder Group	No.
Residents	21
Businesses	2
Community centres/groups and peak bodies	7
Government agencies	1
Precinct Committees	3
TOTAL	34

Submissions covered a wide range of issues, many already covered by the draft plan, single issues relating to specific Council programs or supporting plans and strategies (including the *Delivery Program/Operational Plan* and/or supporting Resourcing Strategy), issues outside the scope of Council's direct responsibility and some general comments.

Of the feedback directly related to the plan, most is positive and in support of the plan. Some suggestions leverage the improvements made between the 2018 and new plan e.g. support for the three new guiding principles, even if not specifically articulated. Some feedback is micro i.e. immaterial changes have also been made e.g. typos/grammar etc, and some best replaces to other components of Council's IP&R plans (which will be included in the collated feedback against the respective plan, and/or Council's supporting plans e.g. *Visitor Economy Strategy* or other stakeholders, of which the feedback will be referred on.

2. Amendments

All submissions were collated and analysed in house. Council's long standing corporate submission assessment criteria was used to assess feedback on draft/amendments to plans and policies, has been to the assessment of each submission, determining whether the plan requires amendment.

The following table summarises the substantial/material amendments made to the final plan in response to submission feedback.

Section	Amendment - Rational/Justification																				
Strategic Directions	Full name of each Direction added to the diagram on page 8 and 9 improving association between the Direction and its respective icon/assigned colour																				
Direction 1	<p>‘Where do we want to be’ statement updated and following strategies amended:</p> <ul style="list-style-type: none"> 1.1.1 Rehabilitate native bushland areas and fauna <i>habitats</i> to enhance biodiversity 1.4.2 Provide infrastructure to <i>encourage and</i> support <i>participation in</i> healthy, physical activity <i>and recreation</i> for all 1.4.4 Advocate for <i>new</i> visionary <i>new and quality</i> open and green spaces 1.4.5 Advocate on behalf of the community at all levels of government against negative impacts on our environment <i>of arising from</i> development and major infrastructure projects 																				
Direction 2	‘Where do we want to be’ statement updated																				
Direction 3	<p>‘Where do we want to be’ statement updated and following strategies amended:</p> <ul style="list-style-type: none"> 3.3.2 Improve urban design, amenity, <i>accessibility</i>, liveability and public domain (SOC) 																				
Direction 4	<p>‘Where do we want to be’ statement updated and following strategies amended:</p> <ul style="list-style-type: none"> 4.1.2 Reduce housing stress and homelessness particularly for vulnerable people and communities at risk, <i>including sexual, domestic and family violence</i> 																				
Our Key Challenges	Emphasis of several priorities enhanced by various minor amendments																				
Community Engagement	<p>Reformatting of the <i>Customer Satisfaction Survey 20202</i> to improve readability - no content changes; consistent with updates to same section in the Resourcing Strategy, Delivery Program and Operational Plan;</p> <p>Update of the top 10 priorities summary arising from the consultation to the infirm the plan to more overtly highlights key issues:</p> <ol style="list-style-type: none"> #5 changed to: Heritage conservation and promotion - <i>including recognition and celebration of First Nation's history and culture</i> #6 changed to: Traffic and parking issues (various) <i>and cycling/active transport</i> 																				
Appendix 1	Workers added as key stakeholder within matrix of ‘Our Partners’; full names of each Direction added to the legend																				
Appendix 2	<p>Three additional indicators added; bringing the total to 70 (down from 133 in the 2018 plan):</p> <table border="1"> <thead> <tr> <th>New indicator</th> <th>Outcome</th> <th>QBL</th> <th>Previous Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>% dwellings within 400m or less distance of a neighbourhood recreation park (.0.5ha)</td> <td>1.4</td> <td>ENV</td> <td>70.9% (2018)</td> <td>Increase</td> </tr> <tr> <td>% dwellings within 400m of public transport within regular 30 minute weekday service (7am-7pm)</td> <td>2.3</td> <td>SOC</td> <td>86.2% (2018)</td> <td>Increase</td> </tr> <tr> <td>% adults in NSLHD consuming the recommended daily intake of vegetables</td> <td>4.1</td> <td>SOC</td> <td>8.2% (2020)</td> <td>Increase</td> </tr> </tbody> </table>	New indicator	Outcome	QBL	Previous Actual	Target	% dwellings within 400m or less distance of a neighbourhood recreation park (.0.5ha)	1.4	ENV	70.9% (2018)	Increase	% dwellings within 400m of public transport within regular 30 minute weekday service (7am-7pm)	2.3	SOC	86.2% (2018)	Increase	% adults in NSLHD consuming the recommended daily intake of vegetables	4.1	SOC	8.2% (2020)	Increase
New indicator	Outcome	QBL	Previous Actual	Target																	
% dwellings within 400m or less distance of a neighbourhood recreation park (.0.5ha)	1.4	ENV	70.9% (2018)	Increase																	
% dwellings within 400m of public transport within regular 30 minute weekday service (7am-7pm)	2.3	SOC	86.2% (2018)	Increase																	
% adults in NSLHD consuming the recommended daily intake of vegetables	4.1	SOC	8.2% (2020)	Increase																	

Additionally, opportunity was taken during the exhibition period to further refine the look and feel of the document. Similarly, the forewords were drafted during the exhibition period to reflect the final plan inclusive of feedback received during public exhibition.

3. Promotion and Awareness (post adoption)

Once adopted, the *Community Strategic Plan* will be published on Council’s website. Limited copies of Council’s full IP&R suite of plans will be printed and made publicly available, including the *Delivery Program/Operational Plan* and *Resourcing Strategy*. There will be a promotional campaign in July-September 2022 to launch the Community Strategic Plan. A

communications plan is being prepared to create greater internal and external awareness of the *Community Strategic Plan*; initiatives include, but are not limited to:

- writing to all key stakeholders, in particular Government Agencies to ensure they are aware of the final plan and their role in working towards the shared vision;
- updating the Council report template(s) to ensure all reports demonstrate linkages to the new Outcomes;
- updating the Council Policy Manual (which is categorised by Direction);
- updating Council's corporate Induction Program, including New Employee Handbook etc;
- updating the staff Performance Planning and Assessment (PPA) template effective for 2022/23 - showing how positions contribute to achievement of the vision; and
- promotional material including plan-on-a-page summary, video, banners (to display at events) and adverts in North Sydney News and local papers, social media posts as well as signage displayed at Customer Service Centre, Stanton Library, Coal Loader Centre for Sustainability and noticeboards/bus shelters.

4. Resourcing the Plan

Council does not have full responsibility for implementing or resourcing all the community's aspirations. Council is the key driver of the plan, but its implementation is also the responsibility of all community stakeholders. Other stakeholders, including government agencies, nongovernment organisations, community groups and individuals also have a role to play in delivering these outcomes. For its part in delivering the *Community Strategic Plan*, Council has prepared a fixed-term *Delivery Program 2022-2026* (reported separately to Council) which details how it will respond to the strategies for which it is responsible. The *Delivery Program* is a statement of commitment. The Council is accounting for its stewardship of the community's long-term directions and outcomes; by outlining what its priorities are and what it intends to do towards achieving these during its term of office.

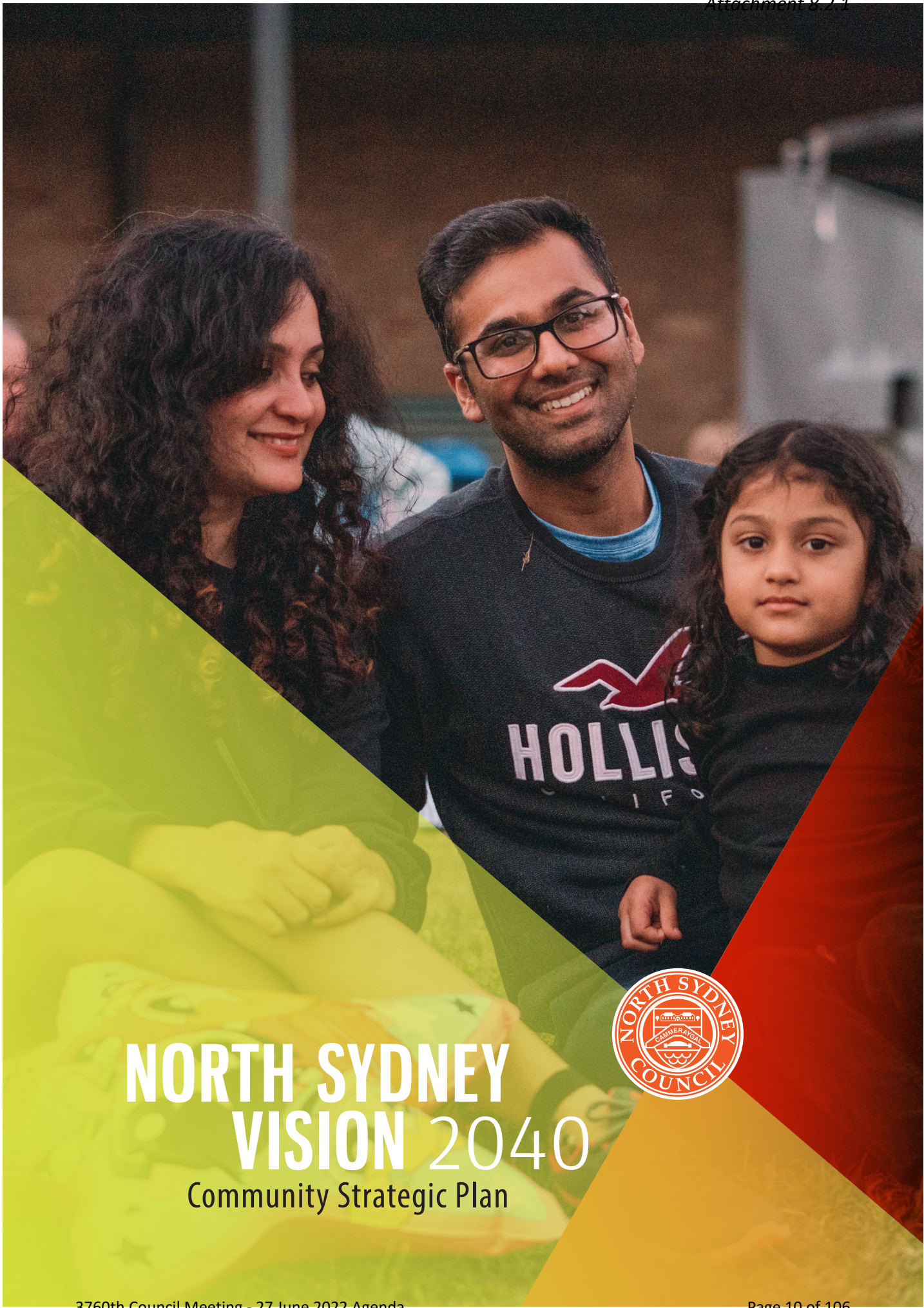
The resourcing implications associated with the *Community Strategic Plan*, for which Council is responsible, are detailed within the *Resourcing Strategy 2022-2032* (reported separately to Council). It focuses on long term financial planning, asset management planning and workforce planning, which will assist Council to translate the strategic objectives of the *Community Strategic Plan*, for which it is responsible, into actions.

5. Planning for the next IP&R Review

Planning for the next IP&R Review will commence ahead of the next local government election. This has been included as a project in the *Delivery Program* for implementation in Years 2 and 3 - *5.1.2.07 Plan for the next review of the Community Strategic Plan*. Prior to commencement of this project, an evaluation/debrief will be conducted internally to determine from the 2021/22 process what worked well, what didn't work well/opportunities for improvement to inform the new project plan etc; this will take into consideration community feedback received regarding the timeliness and level of community engagement in the review process.

6. Recommendation

It is recommended that the submissions received be noted and that final *North Sydney Community Strategic Plan - North Sydney Vision 2040* be adopted, superseding the 2018 plan. Following adoption, all submissions received will be individually acknowledged and advised how the plan was amended in response to the feedback received.



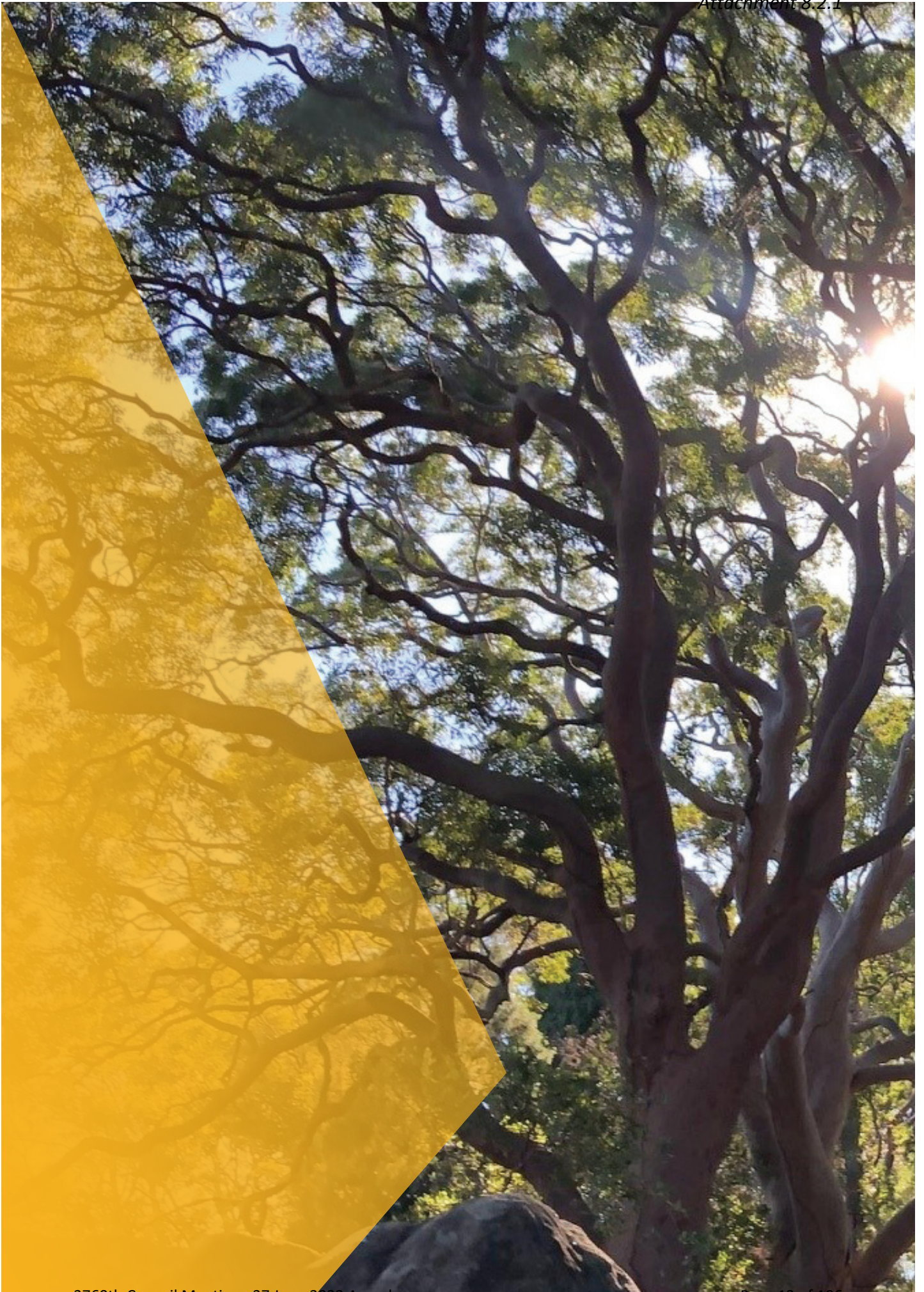
NORTH SYDNEY VISION 2040

Community Strategic Plan



CONTENTS

Recognition of the Cammeraygal People	1
Mayor's Message	2
Acting General Manager's Foreword	3
Our Elected Representatives	4
Introduction	5
Our Community Vision	6
Our Guiding Principles	7
Our Strategic Directions	8
Our Living Environment	10
Our Built Infrastructure	12
Our Innovative City	14
Our Social Vitality	16
Our Civic Leadership	18
Our North Sydney	20
Our Suburbs	22
Our Key Challenges	23
Community Engagement	25
Transformational Projects	29
Working Together	30
Reporting Process	30
Appendix 1. Our Partners	31
Appendix 2. Indicators	32
Appendix 3. Guiding Documents	36





RECOGNITION OF THE CAMMERAYGAL PEOPLE

*We respectfully acknowledge the
Traditional Custodians of the land and
waters of North Sydney local government
area, the Cammeraygal people*

We recognise the Cammeraygal as the first owners of the area known today as North Sydney. We acknowledge that the alienation of their country occurred with a land grant in 1794 without consultation, treaty or compensation.

Archaeological evidence shows that Aboriginal people have been in North Sydney at least 5,800 years, probably for thousands more. We treasure and seek to preserve the evidence of their presence here. In 1890, when North Sydney Council was formed through the merging of three boroughs, the word Cammeraygal was included on its coat of arms. Today it holds a central position in the Council's logo as a reminder of the long indigenous heritage of this place.

In recent years the spelling of Cammeraygal has varied to include Gammeraigal and Gai-maragal as our community has sought to more accurately reflect and honour the heritage of our First Nations people.



MAYOR'S MESSAGE

The Community Strategic Plan is the most important document for any Council and, particularly, for North Sydney Council. It is the centrepiece of all Council decision-making and actions. If it is not in the Community Strategic Plan, this Council cannot pursue it.

Part of the reason that this Community Strategic Plan is particularly important for our Council is that it strives to truly reflect the aspirations and needs of our community. It is, in fact, the Community's Strategic Plan - a contract between you and Council.

This Community Strategic Plan is a statement of where we, as a community, would like to be in 2040. In preparing the Plan, Council has listened to residents, ratepayers, businesses, workers, students, visitors and other agencies. We have reached out to people of all ages and backgrounds to ensure we understand what matters to you.

This Plan affirms the Outcomes and Strategies that are working well and adjusted those that aren't. It also sets a few ambitious targets that we will have to stretch to achieve. You will find these new Outcomes and Strategies under the five Directions outlined in the Plan.

In providing feedback, our community did not focus only on what we should do, but also on what we should be. As a result, we have identified three guiding principles that will underpin all the Outcomes and Strategies in the Plan. These guiding principles are core values which connect and direct all our activities. They are: sustainability, inclusivity and integrity.

While the term sustainability is most often used in the context of the environment, we extend that to cover all aspects of our community life, including economic, social and governance. For example, economic sustainability is not just balancing the budget year by year, but ensuring intergenerational equity is considered in the financial decisions that are made.

Inclusivity is our statement that everyone is important, and our services and facilities should be designed to support all members of the community. Integrity refers to transparency in decision making and showing respect to each other. We are committed to being open and to promoting robust community participation in our decision making.

This is a shared vision. While Council is the custodian of the Plan, working towards the aspirations set out here is a shared responsibility.

I look forward to working with my fellow councillors, Council staff and our community to deliver Outcomes identified here and celebrate our achievements. Working together will help ensure North Sydney is a resilient, thriving, and enjoyable place to live, work, visit and play.

Zoë Baker

Cr Zoë Baker
Mayor of North Sydney

ACTING GENERAL MANAGER'S FOREWORD



The North Sydney Community Strategic Plan is a road map for what we want our community to be like in the future. Council has prepared the plan on behalf of the community, to guide us over the long term, by outlining where we want to be, how we will get there and measures to know we've arrived.

The plan has been informed by significant stakeholder engagement. Both representative and opt-in feedback have been used to articulate the long-term aspirations identified in the Plan.

Over the past decade there have been major changes in North Sydney. The population has grown and will continue to do so, increasing demand on our parks, sporting fields, playgrounds, open spaces and pathways - essential infrastructure to leading healthy and connected lives. Not surprisingly, open space - how we create it and manage it - is a priority in this Plan.

The way our community moves about and uses the local government area has also shifted and demand for community support and wellbeing services has increased. Council staff will continue to work hard to deliver high quality services and capital projects that make a difference to quality of life.

The NSW Government's projects, including the Metro and Western Harbour Tunnel (WHT), will continue to have an impact in the coming years. These projects present Council with both opportunities and challenges. We will continue to work with State Government as well as other agencies, to ensure the best outcomes for our community.

The details of how each Outcome will be achieved can be found in Council's Delivery Program and Resourcing Strategy. In accordance with legislative requirements, we will report progress against this Plan via the State of North Sydney Report in 2024.

A handwritten signature in black ink, appearing to read 'Rob Emerson'.

Rob Emerson
Acting General Manager

OUR ELECTED REPRESENTATIVES

We look forward to working alongside our community to bring this vision to fruition.

ST LEONARDS WARD



Mayor
Cr Zoë Baker



Deputy Mayor
Cr William Bourke



Cr Dr Alanya Drummond



Cr Godfrey Santer



Cr James Spenceley

CAMMERAYGAL WARD



Cr MaryAnn Beregi



Cr Jilly Gibson



Cr Georgia Lamb



Cr Ian Mutton



Cr Shannon Welch

INTRODUCTION

The Community Strategic Plan is a plan to shape the North Sydney LGA's future. It is an evolution of the previous plans, however still recognises that to create the future we want, we need to do some things differently - to think differently and to act differently. It is both an aspirational vision and a practical plan.

At all times, the plan has sought to put environmental, social, economic and governance outcomes on an equal footing. It seeks to value the environment, strengthen our community, grow our economy and deliver strong and transparent leadership.

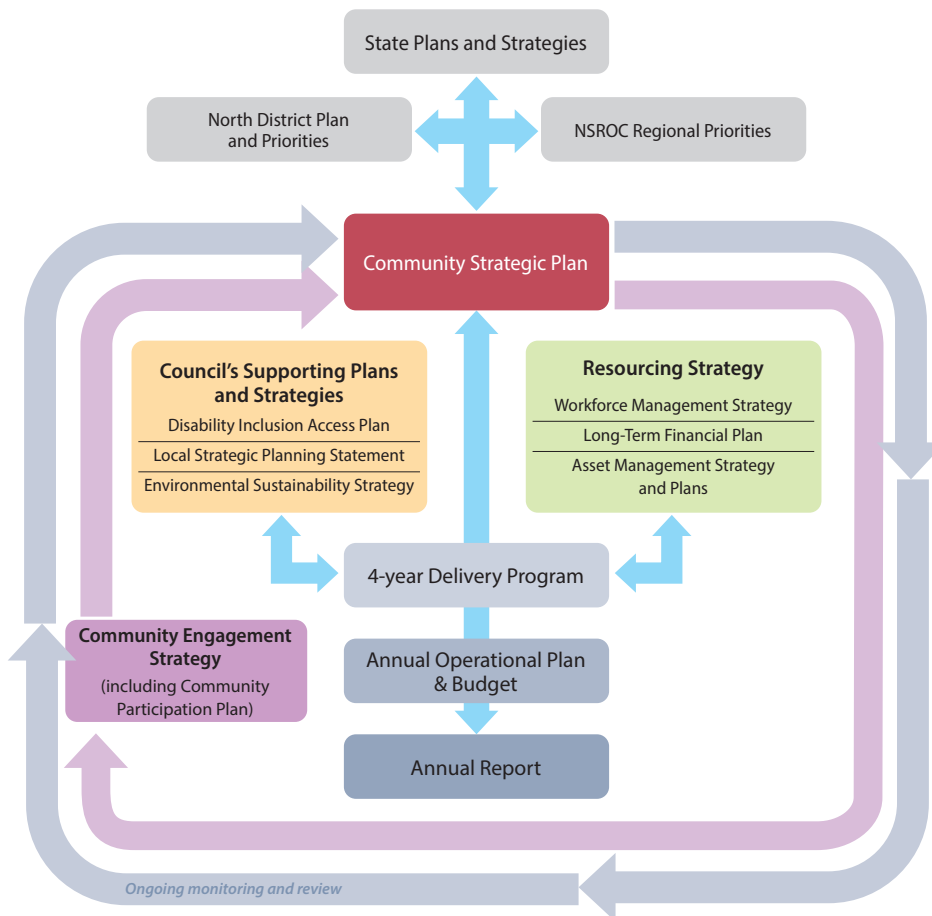
The plan seeks to address four key questions:

- 1 Where are we now?
- 2 Where do we want to be in 10-20 years time?
- 3 How will we get there?
- 4 How will we know we have arrived?

North Sydney Council is the custodian of the plan, collaborating with our stakeholders - residents, businesses and industry groups, workers, students, community organisations and individuals as well as other levels of government - to define and deliver the plan.

The plan calls for all levels of government, as well the community and private sector, to work together to achieve our shared vision. Achieving our vision will build upon the many things we love about North Sydney and help ensure our local area thrives into the future.

The plan has been prepared in accordance with the statutory requirements of the *Local Government Act 1993*, and the Essential Elements outlined in the IP&R Guidelines and Handbook (2021). The key components of the IP&R process are shown in the diagram below. For its part in delivering the plan, Council has prepared a four-year Delivery Program detailing our projects and services. This aligns with our long-term Resourcing Strategy.





OUR COMMUNITY VISION

North Sydney is a welcoming, connected and resourceful community which acknowledges its past, enjoys the present and plans for our future.

We respect our beautiful harbourside locale, its unique villages and much valued bushland and open spaces. We lead the way in sustainability.

OUR GUIDING PRINCIPLES

The guiding principles underpin all five Strategic Directions:

Sustainability

We are stewards of the natural environment. We strive to decrease the consumption of resources and the generation of waste. We are responsible for our built environment and its impact on the natural environment. We minimise our impact on the environment, locally and globally.

We ensure social sustainability through human rights, living conditions, health, safety, wellbeing, diversity, equity, work-life balance, empowerment, community engagement and philanthropy.

We are financially sustainable now and into the future. We support and nurture North Sydney's long-term economic sustainability. We promote the use of renewable energy and clean technologies, protecting the environment, and managing the harmful impacts of climate change.

Sustainability is all-encompassing. Our Community Strategic Plan addresses the quadruple bottom line (QBL) - civic leadership, social, environmental and economic issues - in an integrated manner.

Inclusivity

We understand that everyone is unique. We recognise our individual differences. We support all ages, abilities, and backgrounds.

We embrace diversity in race, ethnicity, gender, sexual orientation, socio-economic status, age, and beliefs. We welcome different cultural, religious and language groups.

We have a strong sense of community, with unique places and villages for people to live, work and visit.

Our Community Strategic Plan is based on the social justice principles of equity, access, participation and rights.

Integrity

We act with integrity in all we do. Integrity is not just a corporate responsibility, but a personal one as well. It is about choice - choosing to be honest with a commitment to strong moral and ethical principles and values.

The community rightly expects that services will be delivered professionally and with integrity. Resources are managed in a responsible, efficient, and accountable manner in accordance with best value principles.

We respect others, make every effort to understand each other, take responsibility for our actions and decisions, and work together to build mutual trust.

We lead by example. We are transparent in our actions, through our long-standing commitment to 'open government'. We exercise open communication. We listen to the community, actively engaging with them and using these insights to inform our decision making.

Council's Organisational Sustainability Policy recognises that all its decisions and actions have an impact on the quality of life of present and future generations.

OUR STRATEGIC DIRECTIONS

The *Community Strategic Plan* is framed around five Strategic Directions, each with desired Outcomes supported by specific Strategies and Indicators. Each Strategy and Indicator is linked to one of the elements of the quadruple bottom line (QBL).

Linking the Vision to Action

This is how the Community Strategic Plan supports the community's vision and the guiding principles that frames how we get there:

Community Vision - outlines the kind of place and community North Sydney aspires to be in the long-term.

Guiding Principles - Sustainability, Inclusivity, and Integrity - are the moral values that underpin all five Strategic Directions.

Strategic Directions - these are the five big picture results that the community would like to achieve.

Outcomes - desired from each Strategic Direction. They are specific, focusing on the end result rather than how to get there i.e. they are the realisation of the Strategic Direction.

Strategies - guide the specific actions related to this plan, defining how to achieve the Outcomes. All stakeholders, including Council, are responsible for working towards the vision by achieving the long-term strategies. For its part, Council outlines what it's responsible for and how it will achieve the vision through the provision of projects and services, as outlined in our Delivery Program and Resourcing Strategy.

Indicators - help measure progress towards the Outcomes. They are not a measure of Council's performance, rather a gauge for stakeholders to determine if we are moving towards the vision.



Climate change is recognised as a threat to the future of our community, requiring action by all levels of government. Our community minimises waste, maximises use of renewable energy and increases tree canopy to mitigate the impact.

Our natural environment supports biodiversity, through our bushland reserves, wildlife corridors and innovative foreshore management. Recreational facilities including parks, sporting fields and playgrounds support an active lifestyle for residents and visitors.

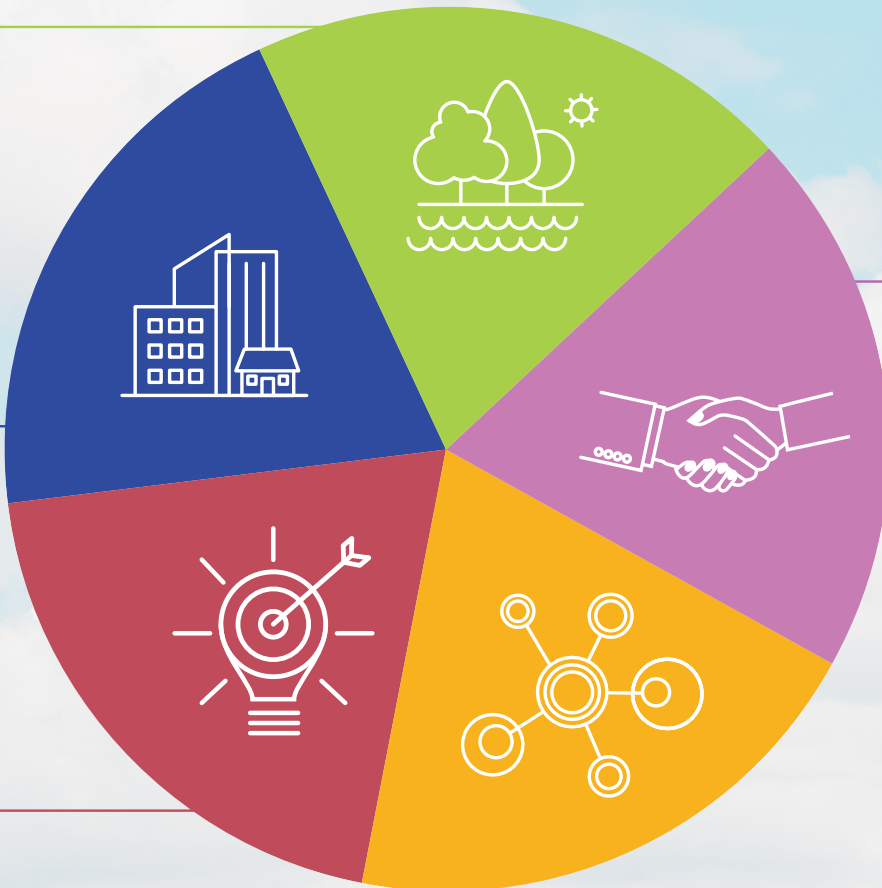
Direction 1 OUR LIVING ENVIRONMENT



North Sydney's public spaces and village centres promote their unique character and provide vibrant and safe places for the community to gather and connect. Our built infrastructure and community assets follow sustainable design principles and meet the needs of our growing population.

Our community prioritises walking, cycling and public transport and people of all ages are comfortable riding in the area. Vehicle transport is supported by an effective and integrated transport and parking system.

Direction 2 OUR BUILT INFRASTRUCTURE



Global investment and businesses are drawn to North Sydney because it is a centre of innovation, entrepreneurship and tourism. North Sydney CBD and St Leonards are important part of the Eastern Economic Corridor. The character of our local centres are enhanced to maximise vitality and tourism are balanced with maintaining residential amenity.

Land use planning and contemporary planning controls ensure the protection of historic buildings and places, and that new development respects North Sydney's distinct identity, heritage character and natural environment. Housing is accessible and affordable for all individuals and families.

Direction 3 OUR INNOVATIVE CITY



Our community enjoys a healthy and active lifestyle, improved accessibility, wellbeing and safety, safety, and a life free from violence and crime. North Sydney is known for its vibrancy and cultural diversity, with markets, festivals, art and culture, events that connect the community.

Residents have access to the best health care and support services. Education opportunities are many and varied. Service providers, including Stanton Library deliver facilities that meet the community's changing cultural and educational needs. Local heritage and our First Nations history and culture is preserved, respected and celebrated.

Direction 4 OUR SOCIAL VITALITY



Our community has confidence in North Sydney's strategic direction and trusts Council, along with partner organisations, to lead with integrity and demonstrate good governance. Council provides what the community needs now and plans for the needs of future generations. The community is actively engaged in the future direction of North Sydney in accordance with our long-standing commitment to "open government".

Council demonstrates transparency and leadership in its decision making, is accountable to the community, and respectful in its interactions. Council is the employer of first choice, attracting and retaining highly motivated and skilled employees, committed to providing the community with quality service.

Direction 5 OUR CIVIC LEADERSHIP



OUR LIVING ENVIRONMENT

Climate change is recognised as a threat to the future of our community, requiring action by all levels of government. Our community minimises waste, maximises use of renewable energy and increases tree canopy to mitigate the impact.

Our natural environment supports biodiversity, through our bushland reserves, wildlife corridors and innovative foreshore management. Recreational facilities including parks, sporting fields and playgrounds support an active lifestyle for residents and visitors.

1.1	Protected, enhanced and biodiverse natural environment	<p>Rehabilitate native bushland areas and fauna habitats to enhance biodiversity ENV</p> <hr/> <p>Increase awareness of biodiversity conservation through education and community partnerships ENV</p> <hr/> <p>Implement strategies that encourage healthy local waterways ENV</p>
1.2	Environmentally sustainable community	<p>Reduce strain on natural resources through sustainable energy, water and waste reduction practices ENV</p> <hr/> <p>Deliver the declaration to reduce the drivers of climate change and to prepare for the inevitable impacts to come ENV</p>
1.3	Clean and green places	<p>Expand urban tree canopy incorporating sustainable native management ENV</p> <hr/> <p>Encourage community gardening and hard surface greening, including rooftop gardens ENV</p> <hr/> <p>Advocate for infrastructure that assists with greening initiatives, including powerline undergrounding ENV</p>
1.4	Well utilised open space and recreational facilities	<p>Protect, enhance and expand public open space and foreshore access SOC</p> <hr/> <p>Provide infrastructure to encourage and support participation in healthy, physical activity and recreation for all SOC</p> <hr/> <p>Attract a variety of sporting and community events to North Sydney, including North Sydney Oval SOC</p> <hr/> <p>Advocate for new visionary and quality open and green spaces SOC</p> <hr/> <p>Advocate on behalf of the community at all levels of government against negative impacts on our environment arising from development and major infrastructure projects SOC</p>

SUSTAINABLE DEVELOPMENT GOALS





&
WE
SHALL
WALK &
TALK IN
GARDENS
ALL MISTY
& WET
WITH RAIN
&
WE SHALL
NEVER
NEVER
GROW
SO OLD
AGAIN

***North Sydney Council was the 30th
Australian Council to acknowledge a
'climate emergency'.***



OUR BUILT INFRASTRUCTURE

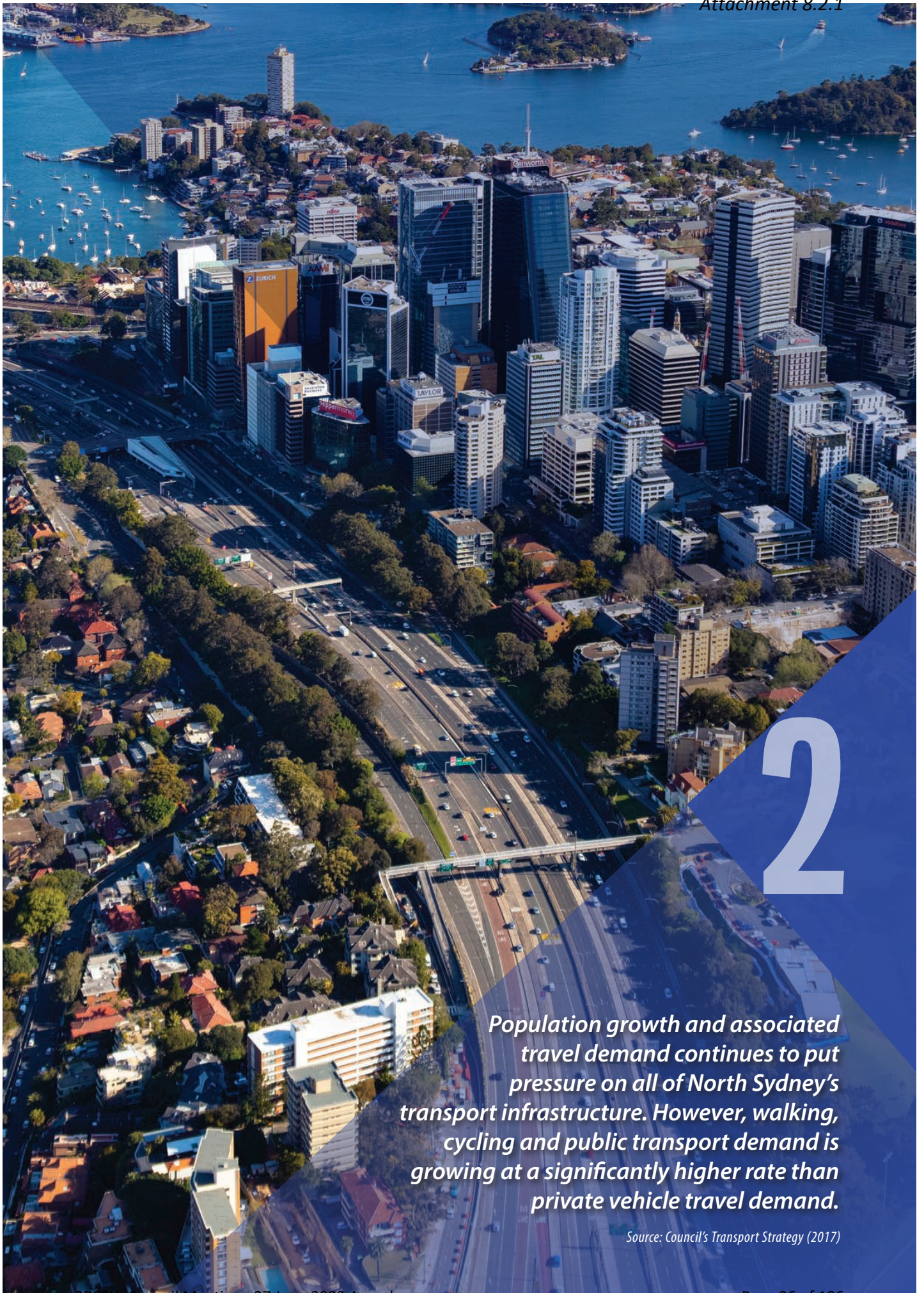
North Sydney's public spaces and village centres promote their unique character and provide vibrant and safe places for the community to gather and connect. Our built infrastructure and community assets follow sustainable design principles and meet the needs of our growing population.

Our community prioritises walking, cycling and public transport and people of all ages are comfortable riding in the area. Vehicle transport is supported by an effective and integrated transport and parking system.

2.1	Infrastructure and assets meet diverse community needs	Expand and adapt our community's infrastructure to meet future needs SOC <hr/> Promote resilience and plan for and respond to large scale emergencies SOC <hr/> Advocate for and increase community access to public and private infrastructure SOC
2.2	Vibrant public domains and villages	Enhance public domains and village streetscapes SOC <hr/> Improve lighting and surveillance to make public spaces safer SOC
2.3	Prioritise sustainable and active transport	Incentivise use of sustainable and innovative public transport SOC <hr/> Provide infrastructure to support sustainable, innovative and active transport SOC <hr/> Provide a connected walking and cycling network for people of all ages and abilities SOC
2.4	Efficient traffic mobility and parking	Reduce traffic through improved active and public transport SOC <hr/> Integrate on-street and off-street parking options in residential and commercial areas SOC <hr/> Better integrate major transport infrastructure into the local built environment SOC

SUSTAINABLE DEVELOPMENT GOALS





Population growth and associated travel demand continues to put pressure on all of North Sydney's transport infrastructure. However, walking, cycling and public transport demand is growing at a significantly higher rate than private vehicle travel demand.

Source: Council's Transport Strategy (2017)



OUR INNOVATIVE CITY

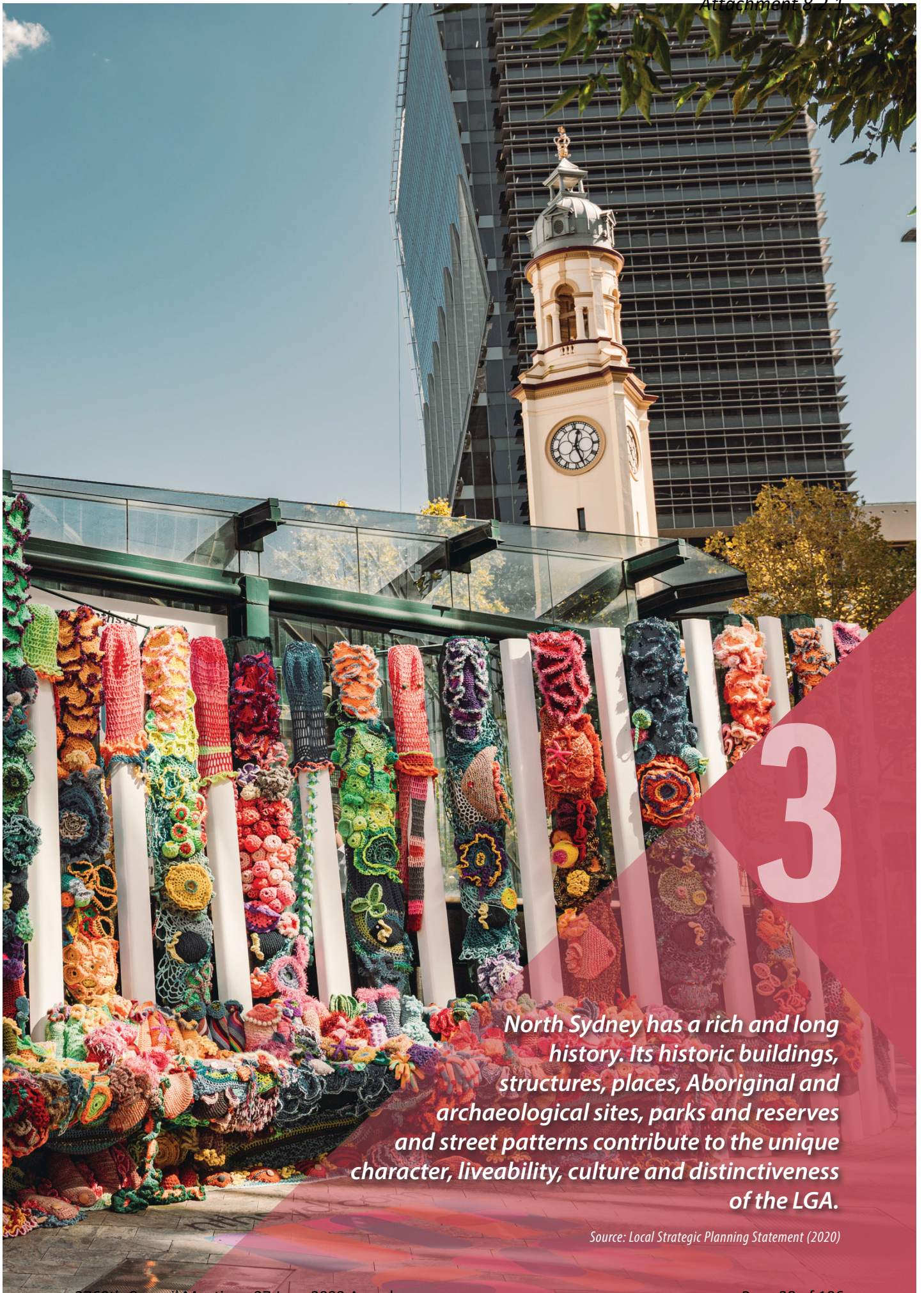
Global investment and businesses are drawn to North Sydney because it is a centre of innovation, entrepreneurship and tourism. North Sydney CBD and St Leonards are important part of the Eastern Economic Corridor. The character of our local centres are enhanced to maximise vitality and tourism are balanced with maintaining residential amenity.

Land use planning and contemporary planning controls ensure the protection of historic buildings and places, and that new development respects North Sydney’s distinct identity, heritage character and natural environment. Housing is accessible and affordable for all individuals and families.

<p>3.1</p>	<p>Our commercial centres are prosperous and vibrant</p>	<p>Support existing and attract new and diverse businesses <i>ECO</i></p> <hr/> <p>Enhance the night time and weekend economy <i>ECO</i></p> <hr/> <p>Deliver sustainable tourism activity <i>ECO</i></p> <hr/> <p>Strengthen the North Sydney CBD's competitiveness and identity <i>ECO</i></p>
<p>3.2</p>	<p>Distinctive sense of place and design excellence</p>	<p>Leading strategic land use planning <i>SOC</i></p> <hr/> <p>Improve urban design, amenity, accessibility, liveability and public domain <i>SOC</i></p> <hr/> <p>Advocate for and provide affordable housing <i>SOC</i></p> <hr/> <p>Manage and promote compliance <i>SOC</i></p>
<p>3.3</p>	<p>North Sydney is smart and innovative</p>	<p>Deliver smart city strategies <i>ECO</i></p> <hr/> <p>Deliver and support smart, innovative services to the community <i>ECO</i></p>

SUSTAINABLE DEVELOPMENT GOALS





3

North Sydney has a rich and long history. Its historic buildings, structures, places, Aboriginal and archaeological sites, parks and reserves and street patterns contribute to the unique character, liveability, culture and distinctiveness of the LGA.

Source: Local Strategic Planning Statement (2020)



OUR SOCIAL VITALITY

Our community enjoys a healthy and active lifestyle, improved accessibility, wellbeing and safety, safety, and a life free from violence and crime. North Sydney is known for its vibrancy and cultural diversity, with markets, festivals, art and culture, events that connect the community.

Residents have access to the best health care and support services. Education opportunities are many and varied. Service providers, including Stanton Library deliver facilities that meet the community's changing cultural and educational needs. Local heritage and our First Nations history and culture is preserved, respected and celebrated.

4.1	<p>North Sydney is connected, inclusive, healthy and safe</p>	<p>Increase, celebrate and foster community connectedness, health, inclusivity and safety through services and programs SOC</p> <hr/> <p>Reduce housing stress and homelessness particularly for vulnerable people and communities at risk, including sexual, domestic and family violence SOC</p> <hr/> <p>Utilise and develop community skills and expertise through volunteering SOC</p> <hr/> <p>Provide support and funding to not-for-profit community groups and charities SOC</p>
4.2	<p>A centre for creativity and learning</p>	<p>Foster, support and increase creative arts SOC</p> <hr/> <p>Provide and support a diverse range of events and street life SOC</p> <hr/> <p>Provide diverse education and learning choices that meet growing needs SOC</p>
4.3	<p>North Sydney's history is preserved and recognised</p>	<p>Interpret and promote North Sydney's history and heritage SOC</p> <hr/> <p>Protect and maintain historical sites, items and records SOC</p> <hr/> <p>Promote awareness of North Sydney's First Nation's heritage SOC</p>

SUSTAINABLE DEVELOPMENT GOALS





4

North Sydney Council accepted the invitation of the Uluru Statement from the Heart in February 2022.

Source: Council resolution



OUR CIVIC LEADERSHIP

Our community has confidence in North Sydney’s strategic direction and trusts Council, along with partner organisations, to lead with integrity and demonstrate good governance. Council provides what the community needs now and plans for the needs of future generations. The community is actively engaged in the future direction of North Sydney in accordance with our long-standing commitment to “open government”.

Council demonstrates transparency and leadership in its decision making, is accountable to the community, and respectful in its interactions. Council is the employer of first choice, attracting and retaining highly motivated and skilled employees, committed to providing the community with quality service.

5.1	Lead North Sydney’s strategic direction	Create effective working relationships between local, state and federal governments GOV <hr/> Plan to deliver the aspirations of our community GOV <hr/> Lead public debate on the future of local government GOV <hr/> Manage financial resources effectively and responsibly, including explore new revenue streams GOV
5.2	Strong civic leadership and customer focussed services	Provide accountable, transparent, accessible and participatory decision making GOV <hr/> Councillors meet their obligations and excel in their roles as community leaders GOV <hr/> Implement best practice governance and risk management GOV <hr/> Provide best practice customer service GOV
5.3	Community is engaged in what Council does	Promote Council’s activities and achievements through use of enhanced communication methods GOV <hr/> Provide best practice community engagement, including the Precinct System GOV
5.4	Council services are efficient and easy to access	Enhance information management and communications technology assets and outcomes GOV <hr/> Preserve and provide best practice access to Council records GOV <hr/> Implement best practice procurement and contract management GOV <hr/> Council is an employer of first choice; attracting, developing, supporting and retaining highly skilled staff GOV

SUSTAINABLE DEVELOPMENT GOALS





5

Council believes local citizenship is enriched through complete commitment to open and responsive government. Through its long-standing philosophy of “open government”, Council is committed to open information and participative, non-secretive decision making.

Source: Council's Open Government Policy

OUR NORTH SYDNEY



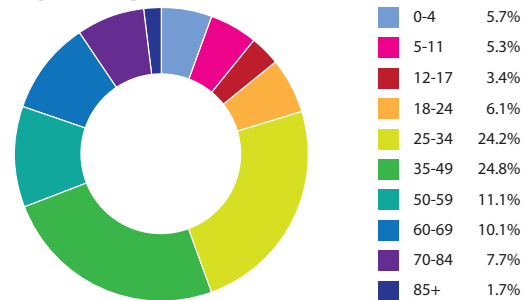
Population Growth (ERP)

2016	72,037
2021	79,094
2036	84,422
2041	89,900

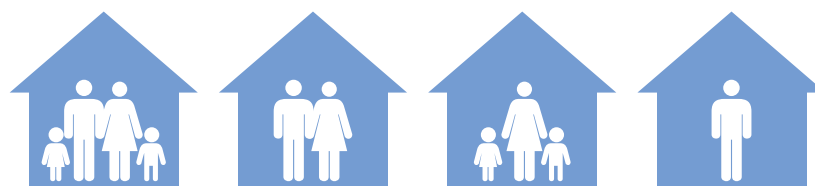
Population Density - People per hectare (PPH)

North Sydney LGA	64.50
NSROC	9.35
Greater Sydney	3.90

Age Range



Family Structure



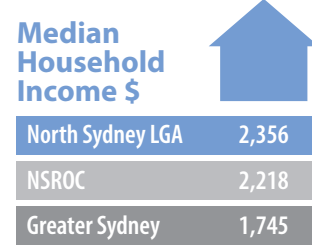
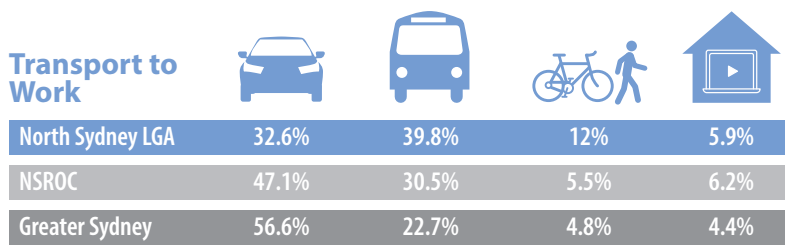
North Sydney LGA	18%	28.5%	5.3%	32.4%
NSROC	36.7%	24.5%	7.8%	21.5%
Greater Sydney	35.3%	22.4%	10.4%	20.4%

Housing



North Sydney LGA	18%	89.2%	23.3%	19.9%	47.4%
NSROC	36.7%	49.5%	32%	30.7%	30.6%
Greater Sydney	35.3%	43.8%	27.7%	31.5%	32.6%

Source: Australian Bureau of Statistics, Census of Population and Housing 2016 and National Economics (NEIR) - compiled by .id (informed decisions). Correct as at 6 April 2021
Note: the 2021 ABS Census data is not available until late 2022



0.3% ATSI origin

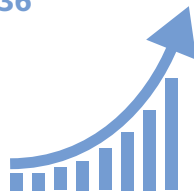
411 Homeless Persons (No.)

115,376 Local Jobs (NEIR 2021)

Job Targets by 2036

+15,600 to 21,000
North Sydney

+6,900 to 16,400
St Leonards/Crows Nest



Gross Regional Product (GRP) (NEIR 2021)

\$22.87 billion

15,382 Local Businesses (ABS 2021)

Top 5 Industries

27.3%
Professional, Scientific and Technical Services

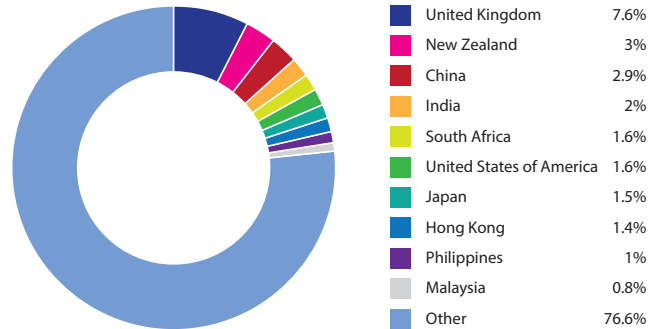
14.7%
Rental, Hiring and Real Estate Services

13.9%
Financial and Insurance Services

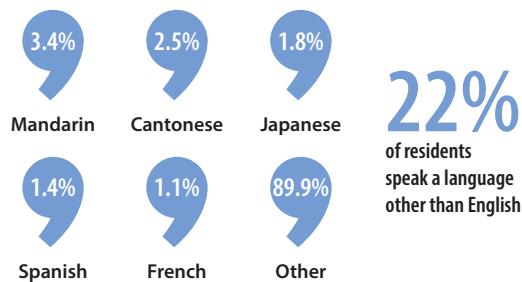
6.9%
Construction

6.8%
Health Care and Social Assistance

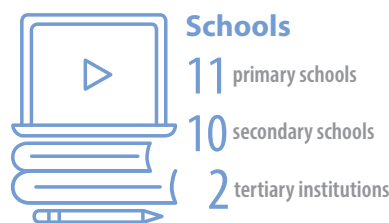
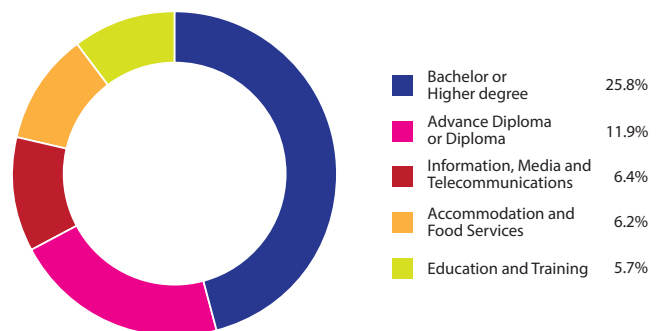
Born Overseas (Country of Origin)



Languages Spoken other than English



Qualifications



Volunteering
21.5% of the North Sydney LGA population engage in some form of voluntary work

OUR SUBURBS



Cammeray



Cremorne



Cremorne Point



Crows Nest



Kirribilli



Kurraba Point



Lavender Bay



McMahons Point



Milsons Point



Neutral Bay



North Sydney



St Leonards



Waverton



Wollstonecraft

The North Sydney LGA, on the Lower North Shore, covers approximately 10.9 square kilometres. Council has two wards: Cammeraygal and St Leonards, which came into effect at the 2021 election. The LGA consists of the above suburbs, each with their unique village character.

OUR KEY CHALLENGES

This section identifies key issues and challenges for North Sydney LGA. Many are interrelated. These have been accounted for in our forward planning.

Growing Population

The number of people who live, work, study and visit North Sydney will continue to grow. The increase in population places pressure on our infrastructure and open space. Additional housing should be concentrated in existing centres and along key transport routes to maximise use of existing and proposed infrastructure. While we are an ageing population, the 'young workforce' and 'parents and homebuilders' (25-49 years) represent half of the population. We have a higher proportion of lone person and couples without children households, and this is projected to increase by 2036.

Additionally, the North Sydney LGA supports over 19,000 students across 21 primary and secondary schools, with a significant number travelling from outside the area. This is expected to increase, as the demand of education and in turn, campus size increases. North Sydney is also home to a major university campus with 5,500 students.

Housing Affordability

Over 11,000 additional dwellings are projected by 2036, mostly apartments aligning with trends across major Australian cities. In turn, the number of residents living in apartments has increased, particularly single person households and families with children. We are ranked 9th nationally in terms of the highest concentration of children living in apartments, with families taking advantage of proximity to schools, work, transport and amenities. The challenge is about meeting community expectations through the provision of high-quality open space and services.

Affordable housing is an issue. More households are seeking to rent houses with more bedrooms, as the price to purchase becomes more expensive. The demand for rental priorities will remain high. The challenge is to reduce economic and social inequality, and advocate for universal access to housing, to ensure a diverse mix of people can continue to live, work and contribute to community life.

Another trend requiring a comprehensive response is more older persons preferring to age in place (remain in their homes for longer). Whole-of-life issues need to be planned for, including adaptable and accessible housing, and proximity to shops, community facilities and transport to minimise car use.

COVID Pandemic

The worldwide pandemic has both positively and negatively impacted the North Sydney LGA. We experienced an increase in people walking, cycling and jogging, as well as outdoor fitness training. Usage of our parks and open spaces for passive recreation, including family gatherings and picnics increased, with more people out exploring their local area.

It has changed the way we work, with more of residents working from home. It also changed how people and businesses used our commercial areas with the daily influx of commuters changing to less predictable patterns of use. While many of our small to medium sized businesses have been negatively impacted, some new ventures emerged. Our challenge is support our businesses.

Equitable Access to Open Space and Recreation

The demand for open space, sporting and recreation facilities continues to increase as our population grows with limited capacity to deliver more physical open space in a dense urban environment. This is a long-standing regional dilemma, with the *NSROC Regional Sportsfields Strategy* finding the gap between demand and supply will further escalate by 2036. Our precious open space will be negatively impacted by the Western Harbour Tunnel (WHT) project in which 15,000sqm of Cammeray Park will be lost.

Water recreation is a great part of living and visiting the North Sydney LGA. Usage of small watercrafts is increasingly popular and therefore equitable access to the foreshores and waterways is required to ensure the convenience and enjoyment of the wider community. Our challenge is to

meet our residential and visitor community demand for active and passive recreation spaces given the limited land supply.

Climate Change

Numerous natural and human challenges confront North Sydney. There is a clear call to act locally as the global community becomes more aware and concerned about climate change and environmental degradation. We must explore new ways to reduce the community's ecological footprint including reduction and management of greenhouse gas emissions, energy and water consumption.

Natural hazards such as heatwaves, extreme rainfall events and high intensity storms are expected to accelerate as the climate changes. Increasing our community's resilience is key. Our street trees are intrinsic to our local character and our 'green infrastructure'. Ensuring no net loss of our current canopy cover is essential for the planetary health and wellbeing of our community.

North Sydney has a long history of demonstrating leadership in waste management, with landfill diversion rates amongst the highest in NSW. We have been at the forefront of waste processing for many years, however significant investment is required, at a state and federal level, to enable us to continue to meet our aspirational targets for waste diversion from landfill. Our local circular economy is becoming increasingly popular, with increased community commitment to reuse, recycling and responsible manufacture and procurement.

Moving Around

Our area is well serviced by public transport and Crows Nest and North Sydney stations of the Sydney Metro will be operational in 2024, increasing mode choice. Due to North Sydney's position in metropolitan Sydney's transport

network, there are many private motor vehicles travelling within and through the LGA, to be increased by the WHT. This leads to traffic congestion and impacts on pedestrian safety and amenity. There is a high demand for the limited on-street parking around the commercial centres as well as residential areas.

Transport options have expanded in recent years with car and ride options plus ride share options, and there is likely to be further options in the future with the potential for autonomous vehicles and further expansion of the share economy. There is a need to balance car ownership and the demand and supply of parking, and to maximise the benefits of the Sydney Metro. Our challenge is to advocate for improved roads and public transport, encourage greater use of public transport and walking or cycling as alternatives to car use.

Financial Sustainability

Traditionally, councils focused their activities on maintaining roads, collecting rubbish, and collecting rates to pay for these services. While recent Customer Satisfaction Surveys have shown that these and other traditional services, such as street cleaning, park maintenance and managing development remain important, the list of services that our community believes are important for Council to provide has grown considerably.

North Sydney, like more Australian local government authorities, faces a shortage of funds, with the largest single demand on Council's resources being the renewal and maintenance of infrastructure. This leaves scarce resources for constructing new assets and expanding non-core services. Council's challenge is to continually engage with the community to understand and manage expectations, and to optimise service delivery at an affordable cost to the community.

7 of the top 10 most liveable NSW suburbs are in the North Sydney LGA, based on access to employment, access to public transport, culture, education, shopping, open space, topographic variation, access to restaurants and bars, crime rates and telecommunication... the pressures of population growth and the responsibilities of maintaining such a high standard of aspirational living will remain constant.

Source: 2019 Domain Liveability Study

COMMUNITY ENGAGEMENT

The key objective of asset management planning is to provide the required level of service for the community in accordance with the Community Strategic Plan and in the most cost-effective manner. Levels of service are key business drivers for asset and workforce planning.

The linking of service levels and the cost-of-service delivery is an essential component of strategic asset management. It is essential that Council knows the true costs of service delivery, priorities placed by the community on infrastructure, the service levels that are desired by the community and what level they are willing to pay for.

Customer Satisfaction Survey 2020

Council periodically undertakes a *Customer Satisfaction Survey* to determine community attitudes towards the services and facilities it provides. The survey is conducted on Council's behalf by an independent research company. The randomly selected representative sample consists of 400 residential and 200 business customers (both owners and renters). Full survey results are available from Council's website.

The *Customer Satisfaction Survey* provides Council with feedback about the appropriateness of each of its key services, and this information assists with prioritising funding of Council activities (services and projects) in the *Delivery Program* and *Asset Management Plans*, to ensure areas that are not meeting community expectation are reviewed and ultimately improved. It is clear from the most recent surveys that the North Sydney community expect the current level of service to be retained, and in some areas increased.

The 2020 survey, undertaken by Jetty Research, sought feedback from representative sample of 400 residents and 200 businesses. Key findings from the survey were:

75%	90%	87%	54%	68%
of residents agree North Sydney has a strong sense of community	of residents perceive their quality of life as very good to excellent	of businesses are satisfied with North Sydney as place to do business	of residents are satisfied with North Sydney's strategic direction	of businesses are satisfied with North Sydney's strategic direction

The following table details resident's satisfaction with key service areas:

Ranking	Service/Function	2020	2020 v 2016 (%)
1	Maintenance of parks, ovals and bushland areas	91%	1%
2	Feeling safe in North Sydney	90%	1%
3	Way North Sydney as a whole looks and feels	88%	68%
4	Cleanliness of local roads and footpaths	86%	5%
5	Waste and recycling collection services	84%	2%
6	Recreation facilities	82%	n/a
7	Appearance of local village centres	78%	2%
8	Appearance of public spaces in the North Sydney CBD	73%	-4%
9	Maintenance of malls and plazas in commercial areas	73%	2%
10	Maintenance of local roads and footpaths	73%	-2%

Ranking	Service/Function	2020	2020 v 2016 (%)
11	Stanton Library	69%	2%
12	Council run community events	69%	-5%
13	Customer service/information provided by Council staff	64%	-9%
14	Management of traffic flow on local roads	63%	17%
15	Quality of commercial and residential development	58%	-5%
16	Policing of parking	52%	-2%
17	Pedestrian and cycle paths	52%	-1%
18	Range of arts and cultural experiences in North Sydney	51%	-13%
19	Community centres and facilities	50%	-14%
20	North Sydney Olympic Pool	49%	-14%
21	Provision of parking	46%	11%
22	Range of public art in North Sydney	41%	-10%
23	Children's services	26%	-17%

The following table details business satisfaction with key service areas:

Satisfaction with Key Service Areas - Businesses			
Ranking	Service/Function	2020 Result	Change Compared to 2016 (%)
1	Cleanliness of local roads and footpaths	82%	1%
2	Way North Sydney as a whole looks and feels	79%	-1%
3	Look and feel of commercial areas and villages	74%	-2%
4	Maintenance of local roads and footpaths	73%	-3%
5	Maintenance of commercial areas	70%	-5%
6	Quality of commercial and residential development	61%	-10%
7	Managing traffic flow on local roads	60%	-7%
8	Customer service/information provided by Council staff	55%	-2%
9	Policing of parking	45%	-7%
10	Council's business processes	37%	n/a
11	Provision of parking	35%	-2%

Liveability Census 2021

Place Score's 2021 *Liveability Census* is an independent opt-in survey revealing liveability strengths and best place attributes. 401 residents shared what matters most (care factor/community values) and 380 residents rated their suburb (performance). This achieved a 95% confidence level (+/- 5%) consistent with Council's Community Survey. However, the under 25 years age group was underrepresented and more females than males participated.

The top three liveability strengths (attributes of community importance) are:

connectivity	landscaping and natural elements	access to neighbourhood amenities
proximity to other neighbourhoods, employment centres, shops	street trees, planting, water features	cafes, shops, health and wellness services

The top three priorities for the North Sydney LGA are:

protection of the natural environment	quality of public space	access and safety of walking, cycling, public transport
	footpaths, verges, parks etc	signage, paths, lighting etc

The following table compares the best and worst performing place attributes (strengths and weaknesses) for the North Sydney LGA compared with the national average (shown in brackets):

Top 5 Strengths	Top 5 Weaknesses
Things to do in the evenings - bars, dining, cinema, live music etc (+17%)	Ease of driving and parking (-8%)
Evidence of community activity - volunteering, gardening, art, community organised events etc (+15%)	Range of housing prices and tenures - low to high \$, buy or rent etc (-6%)
Local history, historic buildings or features (+14%)	Child services - child care, early learning, after school care, medical etc (-2%)
Sense of personal safety - for all ages, genders, day or night (+12%)	Physical comfort - including noise, smells, temperature etc (0%)
Access to neighbourhood amenities - cafes, shops, health and wellness services etc (+12%)	Spaces suitable for play - from toddlers to teens (+1%)

Community Engagement Strategy

In accordance with Council's adopted Community Engagement Strategy, Council also invited feedback via a two-stage consultation process:

Stage 1

October to December 2021 - feedback was invited via an online survey seeking to prioritise the Outcomes and Strategies in the 2018 plan, submissions, online map, photo sharing (encouraging our community to what they love most about the North Sydney LGA e.g. favourite location, feature or experience with the hashtag #mynorthsydney), story sharing and children's artwork (12 years and under were invited to visually depicted their vision for the future of the North Sydney LGA).

Stage 2

April to June 2022 - public exhibition of the draft plan for 42 days, during which time submissions were invited and an online information session open to the community provided an opportunity to ask questions about the draft plan.

In summary, the top 10 priorities identified were (not in any priority order):

- 1 Open space/green space
- 2 Sporting facilities - indoor, outdoor and water sports
- 3 WHTBL and Warringah Freeway Upgrade - impact on Cammeray Park, Berrys Bay, tree loss and unfiltered stacks
- 4 Planning controls/studies - managing development to meet growth
- 5 Heritage conservation and promotion - including recognition and celebration of First Nation's history and culture
- 6 Traffic and parking issues (various) and cycling/active transport
- 7 Community services and facilities
- 8 Improving connection with the community
- 9 Enhancing communications and engagement
- 10 Leadership, good governance and transparency



TRANSFORMATIONAL PROJECTS

Over the next 20 years, there are several 'once-in-a generation' opportunities for the North Sydney LGA. The following planned or desired projects have the potential to be transformative for our residents, businesses and visitors. They are not listed in any priority order, and their coming to fruition is the responsibility of numerous stakeholders, not just Council.

Metro Station Developments

The Sydney Metro City and Southwest project (part of the wider Sydney Metro line) provides convenient new transport links for residents and workers. The two stations located in our area Victoria Cross (North Sydney CBD) and Crows Nest provide opportunities to improve the public domain, pedestrian safety and amenity, street life and economic activity. Council is working with the State Government to minimise the local impacts during construction and maximise the benefits to our community.

Miller Place

Additional public space is needed in the centre of the North Sydney CBD to support the expected growth of workers in North Sydney. As outlined in Council's *North Sydney CBD Public Domain Strategy (2020)*, Council has been working with Transport for NSW and other State Government agencies to build on the transformational opportunities that will be delivered by the Victoria Cross Metro in 2024. The creation of 'Miller Place' is proposed by closing Miller Street to traffic between the Pacific Highway and Berry Street to create a pedestrian space of a similar size and proportion as Martin Place. With large trees, publicly accessible lawns and good access to sunlight for extended periods of the day, Miller Place has the potential to become the civic, retail and social heart of a more pedestrian friendly North Sydney CBD.

Berrys Bay and the Quarantine Launch Depot

Berrys Bay, an area steeped in history, has long been locked away from public use and under threat from massive development. Over the next few years, Berrys Bay will be

used as a temporary construction site to support tunnelling work for the NSW Government's WHT project. Once construction is complete, the Berrys Bay foreshore will be returned to the public as open space with facilities. As a starting point, Council recently purchased the Quarantine Launch Depot, which will create a link between Carradah Park and the existing walking tracks in Balls Head Reserve.

Former Waverton Bowling Club Site

In 2019, the Waverton Bowling Club went into liquidation, providing opportunity to consider future uses of the site that sits in Waverton Park. Council led community consultation to determine preferred community uses for the site. While there were differing views as to whether it should be used for passive or active recreation, it was agreed that the land should be reintegrated into the existing reserve to expand public open space for community use. Use of the site is subject to the outcome of an Aboriginal Land Claim.

New Open Space for Crows Nest/ St Leonards

With less open space per person than any other northern Sydney council, North Sydney needs to take every opportunity to extend open space. Two open space projects in Crows Nest are planned to offset the increased demand in this area. They are the expansion of the Hume Street Park (currently underway) and the potential undergrounding of the existing Holtermann Street Carpark to create an urban park, in the heart of Crows Nest, adjacent to the Crows Nest Centre.

WORKING TOGETHER

While Council has a custodial role, on behalf of the community, in initiating, preparing and reporting on progress against the Community Strategic Plan, it is not wholly responsible for its implementation. Our plan identifies many issues and needs in which Council has only a limited role or minimal ability to influence. What Council is responsible for and able to deliver is detailed in our four year Delivery Program and annual Operational Plan.

Many of the issues and concerns facing the North Sydney LGA are complex and beyond the direct control and influence of Council, such as public transport, health, schools, housing, planning and employment. To deliver the community's vision, Council will work with various stakeholders and partners including other levels of government and their affiliated agencies, local businesses and industry, educational institutions, community groups, and other service providers - refer to Appendix 1.

REPORTING PROGRESS

Periodic Reporting

Council reviews and reports to the community on progress against the Operational Plan and Budget quarterly; and we report biannually against the corporate scorecard within the Delivery Program.

Council periodically undertakes a Customer Satisfaction Survey benchmarking satisfaction with Council services and using the findings to inform our programs, policies and services.

Annual Report

The Annual Report is one of the key points of accountability between the Council and our community. It provides a summary of the work completed by Council during each financial year, reporting against the Delivery Program and Operational Plan. The report gives transparent insight into our operations and decision-making processes.

State of North Sydney Report

Council must review and report on the effectiveness of the Community Strategic Plan in achieving its objectives in line with the local government election cycle. As part of this review, we will prepare a report on the process of implementing the plan (this report was formerly known as the End of Term Report). The report will track the indicators within the plan, allowing us to see whether we are making progress towards the community vision - refer to Appendix 2.



APPENDIX 1. OUR PARTNERS

This matrix details the stakeholders responsible for implementing this Plan.

	Advocate/ Influence	Funder	Provider	Regulator	Partner
Council	●●●●●	●●●●●	●●●●●	●●●●●	●●●●●
Businesses	●●●●●	●●●●●	●●●●●		●●●●●
Community groups and organisations	●●●●●	●●●●●	●●●●●		●●●●●
Developers	●●●●●	●●●●●	●●●●●		●●●●●
Neighbouring councils	●●●●●	●●●●●	●●●●●		●●●●●
NSROC	●●●●●		●		●●●●●
Peak bodies	●●●●●				●●●●●
Residents	●●●●●	●			●●●●●
Schools	●●●●●	●●●●●	●●●●●		●●●●●
Students	●●●●●				●●●●●
State/Federal government departments and agencies	●●●●●	●●●●●	●●●●●	●●●●●	●●●●●
Visitors	●●●●●				●●●●●
Volunteers	●●●●●		●●●		●●●●●
Workers	●●●●●				●●●●●

KEY

- Direction 1
Our Living Environment
- Direction 2
Our Built Infrastructure
- Direction 3
Our Innovative City
- Direction 4
Our Social Vitality
- Direction 5
Our Civic Leadership

APPENDIX 2. INDICATORS

These indicators help measure progress towards the Outcomes. They are not a measure of Council's performance, rather a gauge for stakeholders to determine if we are moving towards the vision. Council will periodically report progress via the State of North Sydney Report. The indicators are grouped by QBL link.

ENVIRONMENTAL INDICATORS				
No.	Indicator	Related Outcome	Previous Actual	Target
1	% bushland in good condition	1.1	75% (2018)	Increase
2	No. local native fauna and flora species found	1.1	446 (2010)	Maintain
3	% compliance with the Australian and New Zealand guidelines for fresh and marine water quality at Council's water quality monitoring sites	1.1	67% (2021)	Increase
4	% stormwater in North Sydney's catchments treated by stormwater quality improvement devices	1.1	59% (2016/17)	Increase
5	No. tonnes of rubbish removed by Council's pollution control devices	1.1	539t (2021)	Increase
6	% reduction in community greenhouse gas emissions levels	1.2	18% (2016/17)	Increase
7	% reduction in community's potable water use	1.2	7% (2017/18)	Increase
8	No. tonnes reduction in waste generation per household	1.2	0.359t (2019/20)	Increase
9	% recycling rate for municipal solid waste	1.2	37% (2018/19)	Increase
10	% waste diversion from landfill	1.2	39% (2019/20)	Increase
11	% total canopy cover	1.3	28.2% (2017)	Increase
12	% residents satisfied with recreational facilities	1.4	82% (2020)	Increase
13	% residents satisfied with the maintenance of parks, ovals and bushland areas	1.4	91% (2020)	Increase
14	% dwellings within 400m or less distance of a neighbourhood recreation park (.0.5ha)	1.4	70.9% (2018)	Increase

SOCIAL INDICATORS				
No.	Indicator	Related Outcome	Previous Actual	Target
15	No. third party sporting and community events	1.4	n/a	Baseline
16	% residents satisfied with the maintenance of local roads and footpaths	2.1	73% (2020)	Increase
17	% businesses satisfied with maintenance of local roads and footpaths	2.1	73% (2020)	Increase
18	% residents satisfied with cleanliness of local roads and footpaths	2.1	82% (2020)	Increase
19	% businesses satisfied with cleanliness of local roads and footpaths	2.1	73% (2020)	Increase
20	% residents satisfied with appearance of village areas/plazas	2.2	73% (2020)	Increase
21	% residents satisfied with the look and amenity of North Sydney CBD	2.2	88% (2020)	Increase
22	% businesses satisfied with the look and amenity of North Sydney CBD	2.2	79% (2020)	Increase
23	% residents who feel safe in North Sydney	2.2	90% (2020)	Increase
24	% residents travel to/from work using modes of transport other than sole occupant vehicles	2.3	80% (2016)	Increase
25	% workers travel to/from work using modes of transport other than sole occupant vehicles	2.3	50% (2016)	Increase
26	% dwellings within 400m of public transport within regular 30 minute weekday service (7am-7pm)	2.3	86.2% (2018)	Increase
27	No. cars registered in North Sydney	2.3	24,877 (2021)	Decrease
28	No. car share memberships in North Sydney	2.3	7,679 (2021)	Increase
29	% new private vehicles purchased by residents of non-internal combustion engine vehicles	2.3	0.7% (2017)	Increase
30	% residents satisfied with pedestrian and cycle paths	2.3	52% (2020)	Increase
31	% residents satisfied with traffic flow throughout North Sydney	2.4	63% (2020)	Increase
32	% residents satisfied with parking provision	2.4	46% (2020)	Increase
33	% businesses satisfied with parking provision	2.4	35% (2020)	Increase
34	% residents who feel a sense of community	4.1	75% (2020)	Increase
35	% residents self-reporting health as excellent or very good	4.1	84.5% (2014)	Increase

SOCIAL INDICATORS				
No.	Indicator	Related Outcome	Previous Actual	Target
36	% residents undertaking adequate physical activity	4.1	70% (2020)	Increase
37	% adults in NSLHD consuming the recommended daily intake of vegetables	4.1	8.2% (2020)	Increase
38	Domestic violence related assault rate per 100,000 residents	4.1	113.2 (2021)	Decrease
39	Ratio childcare places to population of children aged 0-5 years	4.1	0.88 (2021)	Increase
40	Ratio aged care places per 1,000 older residents	4.1	0.125 (2021)	Increase
41	Homeless count	4.1	411 (2016)	Decrease
42	% residents involved in volunteering	4.1	21.5% (2016)	Increase
43	% residents satisfied with the range of arts and cultural experiences	4.2	51% (2020)	Increase
44	% residents satisfied with the range of public art	4.2	41% (2020)	Increase
45	No. Council events	4.2	2,832 (2018-2021)	Increase
46	% residents satisfied with Council run events	4.2	69% (2020)	Increase
47	% residents who are active member of Stanton Library	4.2	24.3% (2020)	Increase
48	% users satisfied with Stanton Library	4.2	69% (2020)	Increase
49	No. historical sites	4.3	1,081 (2021)	Maintain
50	No. Aboriginal cultural heritage sites	4.3	81 (2021)	Maintain

ECONOMIC INDICATORS				
No.	Indicator	Related Outcome	Previous Actual	Target
51	Business entries	3.1	591 (2016)	Maintain
52	Business exits	3.1	334 (2016)	Maintain
53	% businesses that feel North Sydney is a good place to do business	3.1	88% (2020)	Increase
54	Value of tourism and hospitality	3.1	1.7% (2019/20)	Increase

ECONOMIC INDICATORS				
No.	Indicator	Related Outcome	Previous Actual	Target
55	Commercial vacancy rates	3.1	16.6% (2022)	Decrease
56	Net growth of commercial floor space in the North Sydney CBD	3.1	n/a	Baseline
57	% vacant A grade and A grade premium office space	3.1	n/a	Baseline

GOVERNANCE INDICATORS				
No.	Indicator	Related Outcome	Previous Actual	Target
58	% residents satisfied with North Sydney's strategic direction	5.1	54% (2020)	Increase
59	% businesses satisfied with North Sydney's strategic direction	5.1	68% (2020)	Increase
60	% residents aware of Community Strategic Plan	5.1	31% (2020)	Increase
61	% businesses aware of Community Strategic Plan	5.1	24% (2020)	Increase
62	% residents who feel Council operates under ethical, open, accountable and transparent processes	5.2	63% (2020)	Increase
63	% businesses who feel Council operates under ethical, open, accountable and transparent processes	5.2	62% (2020)	Increase
64	% residents satisfied with customer service/information provided by staff	5.2	64% (2020)	Increase
65	% businesses satisfied with customer service/information provided by staff	5.2	55% (2020)	Increase
66	% residents satisfied with communications from Council	5.3	85% (2020)	Increase
67	% businesses satisfied with communications from Council	5.3	85% (2020)	Increase
68	% residents satisfied with Council's community engagement process	5.3	47% (2020)	Increase
69	% businesses satisfied with Council's community engagement process	5.3	42% (2020)	Increase
70	% residents aware of the Precinct System	5.3	47% (2020)	Increase

APPENDIX 3. GUIDING DOCUMENTS

Our Community Strategic Plan is informed by and supports the following overarching documents and programs:

Premier's Priorities

The following priorities represent the NSW Government's commitment to making a significant difference to enhance the quality of life of the people of NSW:

- a strong economy
- highest quality education
- well connected communities with quality local environments
- putting customer at the centre of everything we do
- breaking the cycle of disadvantage

North District Plan

We are part of the North District as well as the Eastern Harbour City, and the Eastern Economic Corridor. The *North District Plan (2018)* provides for managed growth to achieve the *A Metropolis of Three Cities - the Greater Sydney Region Plan (2018)* and the *Future Transport 2056 Strategy (2018)*.

The District Plan informs local strategic plans and planning instruments, the assessment of planning proposals as well as policies. It assists councils to align their local planning strategies to place-based outcomes, guides NSW Government agencies and informs the private sector and the wider community of approaches to manage growth and change. The plan consists of four pillars:

- Infrastructure and Collaboration
- Liveability
- Productivity
- Sustainability

NSROC Priorities

We are part of the Northern Sydney Regional Organisation of Councils (NSROC). NSROC investigates opportunities, plans for and leads the implementation of improved service delivery models for the region, across the following areas:

- Social and Cultural
- Economic
- Transport

Resilient Sydney

Council is participating in the 100 Resilient Cities initiative, established by the Rockefeller Foundation. The program shares best practice in understanding the pressures that make a city vulnerable and strategies to become resilient. Actions include activities to provide better management and reporting of city-wide data, policy research, emergency response, social connections and community preparedness. We are committed to the following five resilience behaviours of the *Resilient Sydney Strategy (2018)*:

- Aware
- Integrated
- Self-regulating
- Adaptive
- Diverse

United Nations Sustainable Development Goals

The *2030 Agenda for Sustainable Development*, adopted by all United Nations Member States in 2015, provides a shared blueprint for peace and prosperity for people and the planet, now and into the future. At its heart are 17 Sustainable Development Goals, which are an urgent call for action by all countries - developed and developing - in a global partnership. They recognise that ending poverty and other deprivations must go together with strategies that improve health and education, reduce inequality, and spur economic growth - all while tackling climate change and working to preserve our oceans and forests. Each Strategic Direction within this Plan indicates the related Sustainable Development Goals which the Strategies contribute to.

TRANSLATION SERVICE

If you do not understand this information, please ring the Translating and Interpreting Service (TIS) on 13 14 50, and ask for an interpreter in your language to contact North Sydney Council on (02) 9936 8100. This is a free service.

CHINESE

如果您不明白本信息的内容，请致电翻译与传译服务(TIS) 13 14 50，然后请会说您母语的传译员接通North Sydney市议会电话(02) 9936 8100。这是一项免费服务。

JAPANESE

この案内の内容を理解できない場合には、13 14 50 の翻訳通訳サービス(TIS)にかけて、あなたの母国語の通訳者に(02) 9936 8100のノースシドニーカウンシルにつなぐように伝えてください。当サービスは無料です。

SPANISH

Si no comprende esta información, llame al Servicio de Traducción e Interpretación (TIS), en el 13 14 50, y solicite un intérprete en su idioma para ponerse en contacto con el Concejo Municipal de North Sydney, en el (02) 9936 8100. Este es un servicio gratuito

HINDI

यदि आप इस जानकारी को नहीं समझ पा रहे हैं, तो कृपया 13 14 50 पर अनुवाद और दुभाषिया सेवा (Translating and Interpreting Service (TIS)) को फोन करें, और नॉर्थ सिडनी काउंसिल से (02) 9936 8100 पर संपर्क करने के लिए अपनी भाषा के एक दुभाषिए के लिए अनुरोध करें। यह एक निःशुल्क सेवा है।

PORTUGUESE

Se você não entender estas informações, ligue para o Serviço de Tradução e Interpretação (TIS) em 13 14 50 e peça um intérprete em seu idioma para entrar em contato com o North Sydney Council em (02) 9936 8100. Este é um serviço gratuito.

KOREAN

본 내용이 잘 이해되지 않는 경우에는 통번역 서비스(TIS) 13 14 50번에 전화해서 한국어 통역사에게 노스 시드니 카운슬 전화 (02) 9936 8100 번으로 연결을 요청하시기 바랍니다. 이 서비스는 무료입니다.



North Sydney Council,
200 Miller Street,
North Sydney NSW 2060

P (02) 9936 8100

E council@northsydney.nsw.gov.au

www.northsydney.nsw.gov.au

Adopted June 2022

Draft Community Strategic Plan (CSP) Submissions Summary (Public exhibition period - 27 April to 8 June 2022)

The following criteria are used to analyse all submissions received, and to determine whether or not the plan would be amended:

1. The Draft CSP **would be** amended if issues raised in the submission:

- a provided additional information of relevance.
- b indicated or clarified a change in government legislation, Council's commitment or management policy.
- c proposed strategies that would better achieve or assist with Council's objectives.
- d was an alternate viewpoint received on the topic and is considered a better option than that proposed or;
- e indicated omissions, inaccuracies or a lack of clarity.

2. The Draft CSP **would not be** amended if the issues raised in the submission:

- a addressed issues beyond the scope of the proposal.
- b was already in the proposal or will be considered during the development of a subordinate plan (prepared by Council).
- c offered an open statement, or no change was sought.
- d clearly supported the proposal.
- e was an alternate viewpoint received on the topic but the recommendation was still considered the best option.
- f was based on incorrect information.
- g contributed options that are not possible (generally due to some aspect of existing legislation or government policy) or; involved details that are not appropriate or necessary for inclusion in a document aimed at providing a strategic community direction over the long term.

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
1	Anne Collins 19 Hazelbank Rd Wollstonecraft	It is very disappointing to look at the Draft CSP to find it is 42 pages long, and the first few pages, from the pictures of gum trees, to the statements from the Mayor and the General Manager to be labelled "yet to be finalised". What a waste of time. I love this area, chose to move here to bring up my two children, and strongly want to oppose the relentless building of more and more high rise apartments, roads and tunnels and stacks near schools and public parks. I will talk to anyone, want green space, more public transport, bike lanes that are actually connected to each other and don't just end dumped onto a main road. Ordinary people aren't going to read 42 pages of rubbish speak and attach documents to point out how they feel. Why not develop a short yes/no questionnaire about what real locals want and make it easy to give feedback? It would not be hard. I have always felt that North Sydney Council has been a very good council (especially in the Genia McCaffery/Ted Mack days), did a great job and was I incredibly impressed very recently when I had a problem not resolved by Council rangers or North Sydney Police and Council's Manager Ranger & Parking Services personally turned up to sort it. Was even more impressed when expressing my gratitude to someone who called as a follow up, who clearly felt he was a great manager. This is what we need, and Council needs to make it easier for ordinary people to be able to express what they want.	Mayor Message/GM Foreword included in final plan. It is noted that these need to reflect the finalised plan and for this reason it was considered appropriate to wait until consultation had concluded. Noted, no action required - Stage 1 preliminary engagement provided various opportunities for input, including an online survey to provide feedback/priorities to inform preparation of the draft plan. Staff compliment noted.	1e 2e 2c
2	Chris Greatrex Dynamic Aspect 1402/231 Miller St North Sydney	p7 and Inclusivity - why does St Leonards Park (North Sydney Oval, Bon Andrews Oval) only cater for male dominated Rugby League/Union and Cricket - sports clearly dominated by males - when there's desperate need for an Athletics Track in this area; a sport for girls and boys, women and men - and catering for the scores of North Sydney primary and high schools in the area all without an Athletics Track.	Feedback noted, amendments not supported. The lack of athletic track in the North Sydney LGA is noted; whilst such a facility is 'aspirational', it falls within Strategy 1.4.1 <i>Provide infrastructure to support healthy, physical activity for all</i> , and will be considered as opportunities arise. The suggestion will also be referred for consideration in context of the next review of the <i>NSROC Regional Sportsfields Strategy</i> . It is noted that North Sydney Oval is known as the 'home of women's sport', hosting first class, national and international cricket; seeking to host WAFL and has hosted Women's State of Origin and other rugby league games.	2b/2g
3	Joan Miller 7/16 Mackenzie St Lavender Bay	I think the plan is very ambitious, which I am not at all against. Two quick questions: a) where will all the busses which currently travel down Miller Street be diverted? b) when will the site consolidations/excavations/developments in the LGA be scaled back?	Noted - no action required (supports plan) Regarding Miller Place and impact on diversion of buses, this is a matter that is being pursued and will be resolved by Transport for NSW as the lead transport agency on this project.	2d 2b

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
			Council is required to meet certain dwelling and employment targets and it does so as sustainably as possible by locating new development as close as possible to transport and other infrastructure and services.	2b
4	Fiona B 45 Crows Nest Rd Waverton	<p>Throughout the CSP (including in the top 10 priorities) there are several mentions of the need to invest in recreational and sporting facilities. We are all keenly aware there is a lack of sporting infrastructure (e.g. one public basketball court and one netball court for 75k people) and green space to support the size of the community. This will only get worse as the significant development continues to increase density and population size. Yet every time there is an opportunity to create those sporting facilities it doesn't seem to happen.</p> <p>We are also all aware that North Sydney CBD is empty on weekends and most weeknights, and this is an ongoing issue for the viability of small businesses. So I would like the Council to consider as part of its strategic plan, that there is a solution to both of these issues. The opportunity to create indoor sports facilities within the North Sydney CBD. This would bring the community into the CBD outside business hours, and create a more attractive proposition for businesses who need to attract staff back to the office in a post-COVID working environment. It will also increase the appeal of residential dwellings within the CBD area. I was personally very disappointed when both Victoria Cross and Crows Nest metro stations were proposed and yet there was no consideration of the opportunity this presented to address the lack of community facilities and create significant sporting facilities above the stations (commercial and residential dwellings could still be built above these facilities). The location of these facilities would make them highly accessible, attracting people from outside the precincts to the area, including outside business hours. Whilst on the one hand I appreciate it is likely to be too late to influence these developments now, I am raising them as examples of where the prior CSP was lacking, and where engagement with the NSW Government could have had a genuinely positive impact on the community. So whilst these types of developments are unlikely to happen often, I would like the Council to consider how they approach development approvals for large scale commercial or residential buildings in general, perhaps incorporating a requirement to create these indoor sports and community facilities as part of the design, and bring a broader perspective to what could be gained from NSW Government infrastructure initiatives.</p>	<p>Feedback noted, amendments not supported. Whilst such a facility is 'aspirational', it falls within Strategy 1.4.1 and will be considered as opportunities arise. The suggestion will also be referred for consideration in context of the next review of the <i>NSROC Regional Sportsfields Strategy</i> and other Masterplans.</p> <p>There are 6 basketball courts across the LGA, with 2 at St Leonards Park and 4 at Crows Nest Indoor Sports Centre. Council always seeks to negotiate public benefit from increases in densities. Indoor recreation has previously been targeted but is a particularly challenging benefit to negotiate given the relatively large footprints required.</p>	2b
5	Michael Bracka 99 Broughton St	My thanks for the opportunity to offer comment on the Draft Strategic Plan. I found the document well structured, with logical flow from broad vision and	1. Not supported - suggested relocation noted, however the North Sydney Profile was deliberately placed at the back and	2e

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
	Kirribilli	<p>strategy to measurable actions - thank you for simplifying what can be extremely complex document. The levels of complexity and breadth of areas that Council covers cannot be underestimated, and the draft CSP addresses this challenge clearly. I offer the input below with positive intent and hope Council finds some use in consideration.</p> <ol style="list-style-type: none"> 1. Demographic Projections: the demographic data on and around page 24 really highlights the diversity, dynamics and growth needs of the LGA over the strategic period. These statistics put in context the variables and challenges council and the community will be facing over the coming years. As a suggestion, I would recommend this data be profiled early in the document as they frame the principles, strategic direction, resourcing, and priorities for council. 2. Mayor Message and General Manager Foreword: it was unexpected that the document did not contain a draft of these areas. For the community it is extremely important to understand the vision, views and priorities of both Council and the Executive. At a strategic level, elected Council and Executive must have a common sense of vision and priority - and this must be conveyed clearly to stakeholders. Not having these in the draft is not a positive signal to stakeholders. 3. Strategic Direction - Climate: I applaud Council for taking this priority step. The articulation of the importance of waste, open spaces, wildlife corridors and other areas is very important. I would respectfully submit that Council and Community together can make a significant positive impact in this area with focus on litter management (not just waste) and a clear articulation of the strategy for renewable energy production and usage. <ol style="list-style-type: none"> 3.1 In my view, street litter remains a major issue across the areas of the LGA I most frequent (Kirribilli, McMahons Point, North Sydney and St Leonards). The strategy document does not address the litter issue in any direct manner as a priority yet does outline goals around solid waste capture in storm water infrastructure. I do believe the area of litter could be turned into an inspirational community initiative. 3.2 Council may consider broadening the overall approach to the Council, business and for community. Other than some commentary on car share service providers, there was no recognition of the potential need to invest in vehicular recharging infrastructure. Having just travelled to Europe (Switzerland, UK 	<p>the core of the plan (Directions 1-5) placed up front, so get to 'meat of the matter' early; this was done in response to feedback on the 2018 plan. Original order considered best option/no change.</p> <ol style="list-style-type: none"> 2. Mayor Message/GM Foreword included in final plan. It is noted that the forewords need to reflect the finalised plan and for this reason it was considered appropriate to wait until consultation had concluded. 3. Feedback Regarding climate change as priority is noted. <ol style="list-style-type: none"> 3.1 Feedback regarding street litter initiatives will be referred to Council's Environmental Services Department (responsible for waste and recycling services as well as street cleaning); and Asset Management Department (responsible for Gross Pollutant Traps) for consideration in future planning. 3.2 Council offers electric vehicle recharging facilities in its carparks and expansion of recharging facilities is to be considered under Council's <i>Smart City Strategy</i> (2019). 4. Properties used for education and religious purposes are exempt from rates, as directed by the NSW Government. This feedback regarding rates is noted and will be treated as a submission to Council's <i>Fees & Charges Schedule 2022/23</i>. 5. Feedback regarding domestic violence noted. 6. Outcome 2.3 <i>Prioritise sustainable and active transport</i>, and its supporting strategies aim to address the challenge of reducing vehicle use/dependency. This is supported by implementation of Council's various supporting plans and strategies, including the <i>Development Control Plan, Parking Strategy</i> (new project in the Delivery Program), <i>Car Share Policy, Transport Strategy</i> (2017) and respective Green Travel Plans). These embellish the existing approach embodied in the North Sydney DCP to ensure that there is a ceiling on parking in private development. 	<p>1e</p> <p>2d</p> <p>2b</p> <p>2b</p> <p>2b</p> <p>2d</p> <p>2a/2b</p>

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>and Germany) the steps forward in recharging infrastructure (user pay) in car parking and closed access facilities was noticeable in these countries. I would suggest Council may considering undertaking a detailed review of the developments in these areas in advanced economies around the world to map out a strategy - both in domestic, commercial and community environments.</p> <p>4. Rates/Levy Equity - as a community it is important Council articulates the pricing policy regarding rates and levies for all user groups – residential, commercial, community and education. Given the nature of the LGA, most large educational institutions do not have large sporting field for students and therefor use public park and open spaces for sporting, practice and other facilities. This not only adds additional maintenance demands on Council, it does limit broader public access when parks are isolated with boundary markers for team sports. As a minimum a reasonable levy should be charged in addition to standard council rates and charges - otherwise the cost burden falls on all other stakeholders unreasonably. As a minimum the CSP should articulate the rates approach to the various LGA sectors to give confidence and trust to the entire community. It is reasonable there will be some sectors (i.e. religious) which received rate/levy concessions. This point talks directly to the area of transparency and integrity.</p> <p>5. Domestic Violence - I congratulate the Council on taking a proactive approach to this important issue. The current rate of reported DV was alarming, so Council focus and engagement with relevant health, policing and service providers will be important. Certainly, appropriate planning approvals in this context will be important.</p> <p>6. Parking - this remains one of the major concerns for both community and business. The demographic data on population growth and the goal of reduction of the number of vehicles highlights the challenges ahead. It is unlikely Council will meet the objective of reducing the vehicle number without clear initiatives and plans - which are not overly apparent in the Draft Plan. As a suggestion, it may be more worthwhile for council to develop clear strategies for resident, commercial and visitor parking. The North Sydney LGA has tremendous rail infrastructure, so overt and proactive initiatives to encourage visitors to utilise this infrastructure has the potential to make a significant difference. The option for increasing the charge for</p>	<p>7. Feedback regarding 'out of service' buses will be referred to Council's Traffic & Transport Operations Department and Sydney Buses/TfNSW.</p> <p>8. Feedback regarding the Council website noted. A new Council website is in development, to be launched in early 2022/23.</p> <p>Feedback regarding a more vibrant/digital presentation of the strategy is noted. Effort will be made to promote the final Plan in various accessible formats. A communications plan is in development to promote the final plan/increase stakeholder awareness of the community vision and the shared responsibility to work towards its achievement.</p>	<p>2b</p> <p>2b</p> <p>1c</p>

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>casual parking on-street remains a blunt, but effective strategy to manage this area.</p> <p>7. Bus Traffic - whilst I appreciate bus transport will continue to be an important element of our public transport infrastructure, the very nature of this transport does present significant challenge to public safety and quality. Whilst particular to Kirribilli in my experience, the volume, speed and conduct of 'out of service' public buses transiting into and out of Kirribilli remains a major traffic and safety concern. Not only do buses speed through the Kirribilli precinct, but they also take up a large proportion of on-street parking under the Sydney Harbour Bridge area. In my view it is only a matter of time before a significant public safety issue arises due to this issue. From a strategic view, the Plan does not articulate a plan around traffic and parking infrastructure for public bus services when in an 'out of service' mode.</p> <p>8. Council Website - as an observation, I do want to share my view that the current website design and structure is extremely difficult to navigate. Even finding the Draft CSP was not simple or easy! I would strongly recommend Council consider a more vibrant strategy and plan to allow community access digitally. It is part of the service offering Council can give stakeholders.</p>		
6	James Fryer 4/183 High St North Sydney	<ul style="list-style-type: none"> include a much stronger statement on climate change upfront within the Sustainability guiding principle. explicitly mention emissions reduction and action to tackle climate change beyond simple management of its harmful impacts reference emissions reduction targets and their declaration of a climate change emergency. make reference to circular economy beyond waste reduction. Council's language around Sustainability is largely out of date e.g. 'clean' technologies - this language is vague and non-specific. <p>Direction 1</p> <ul style="list-style-type: none"> must mention the imperative of emissions reduction beyond increasing renewable energy - this includes decarbonisation of heat, embodied emissions in construction, transportation etc. lacks the necessary ambition of a 2040 strategy. no mention of emissions reduction, emissions reduction targets or net zero pathway. no public transport, active transport or electric vehicle strategy. 	<p>Sustainability as a guiding principle encompasses the quadruple bottom line not such environmental sustainability; climate change is inherent within the first paragraph. Not supported as amendments to CSP.</p> <p>The CSP is a broad strategic plan covering numerous community priorities, as such not whilst the important of climate change is acknowledged, references within the plan are balanced with other priorities. Council's Environmental Sustainability Strategy 2030 (2021) is a supporting plan highlighting the importance of sustainability, which is one of Council's eight core values. This Strategy sets targets for Council's own operations, and the community to help achieve local environmental goals. These include acting on Council's climate emergency declaration.</p> <p>Strategy 2.2.2 - surveillance is a shared responsibility, and considered one of a number of ways that contributes to crime reduction and feeling safe. Council's approach/use of closed</p>	<p>2e</p> <p>2e</p> <p>2e</p>

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<ul style="list-style-type: none"> no circular economy practices beyond waste reduction. use stronger language that advocate and encourage. too much use of the word 'greening' or 'clean' be more specific. This is too vague. Our key challenges - Climate Change weak statement on climate change I don't believe that enhancing surveillance is the best way to make our public spaces safer. look at the UNSDG targets, not just the names of the goals, and you will see that these items do not address the targets of the global goals - per Our Built Infrastructure, Our Innovative City, Our Social Vitality <p>Direction 2</p> <ul style="list-style-type: none"> Dynamism should be a key factor in this strategic direction, something sorely missing within the North Sydney Council area which is stagnating. Don't mention parking within this direction. This undermines Council's integrity around an active and public transportation vision. <p>Direction 4</p> <ul style="list-style-type: none"> The word 'activations' is Council-jargon that doesn't read well. First Nation's culture needs to be discussed as something that is living and breathing - not something that is preserved in amber. The Cammeraygal culture needs to be brought to life. 	<p>circuit television is detailed in its CCTV Policy.</p> <p>Comments regarding dynamism noted, such comes within the specific delivery of the Strategies within this plan</p> <p>Parking is listed under Direction 2 because of the alignment of the plan to Council's organisational structure (relates to structure of Council's accompanying Delivery Program)</p> <p>Support - 'activations' removed as covered by events (Supported)</p> <p>Desire to increase recognition of North Sydney's First Nations history and culture came through strongly in the Stage 1 consultation, and increased prominence in the new plan via a new dedicated Strategy 4.3.3; and elsewhere in the plan, including Direction 4 blurb and the Acknowledge of Country. Achievement of active cultural promotion and celebration is a shared reasonability.</p>	<p>2g</p> <p>2e</p> <p>1e</p> <p>2e</p>
7	Peter Stathos 7/44 Morton St Wollstonecraft	The plan does not focus enough on people, walking, active transport. North Sydney area is poorly designed for Sydney's second CBD. It is not walkable/ cycleable there's many missing links. There is a need for development, however new apartments in high rise should be built with no car spaces or limited car share, encourage walking, cycling and use of public transit.	Not supported as CSP amendment - a) addressed via supporting plans under Council's control - development controls (DCP/LEP) and <i>Integrated Cycling Strategy</i> ; and b) in response to such being a high priority, the CSP includes several Outcomes and Strategies dedicated to walking and active transport, including Outcome 2.3 - Strategies 2.3.1, 2.3.2, 2.3.3 and Outcome 2.4 - Strategies 2.4.1, 2.4.2, 2.4.3	2b
8	Harrison Precinct Committee	At the Harrison Precinct meeting of 5 May 2022, it was agreed that the Precinct should provide feedback on the priority item within the draft Plan: 'Heritage conservation and promotion'. In particular our Precinct would like to provide feedback specific to: Direction 4: Social Vitality, Outcome 4.3 North Sydney's history is preserved and recognised - Attendees disagreed with the target set in the draft Plan's Social Indicator no. 46 which is set at "Maintain" for the current 1,081 historical sites. Meeting attendees were unanimous that the target should instead be set to: "Increase". The advantages of this change would be to: first, lead to an enhancement of the amenity of LGA; second,	Intent of the recommended change is acknowledged; not supported as CSP amendment and the Comprehensive Heritage Review (project in Council's Delivery Program) will be the vehicle to inform the basis of Council's inventory of heritage listed properties and places. This work will be characterised by comprehensive community consultation and any notion of "increasing" the stock of heritage listed properties and places, will be based on the expert review and analysis that this work will be built on.	2e

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>here. If we wanted to live in the leafy suburban upper north shore we would have done so more cheaply. We have chosen to face the high housing costs of the area as we like the urban environment and want to feel we live in a vibrant inner city area. We like the mix of commercial spaces. The decision to turn Waverton bowls club into a regular park is an example of how the Council is misunderstanding what this community wants. We want parks/precincts with coffee shops, bars, art spaces, music, yoga classes, markets etc in our open space. Not just a regular suburban park. Similarly, the new walkway between Willoughby Rd and Clark Rd offered opportunities to bring in small business through some subsidised kiosks or something of that kind which would add to the vibrancy of the area and activate the under-utilised spaces in the area. This type of vision - for how to create vibrant spaces by bringing in business - is missing in the strategy. The strategy unfortunately appears to be almost accidentally going down the path of turning North Sydney into suburbia. Please do not do this. To keep and promote the inner city feel Council needs to consider how it can work with businesses and the arts community to promote vibrant precincts and the night time economy (which the strategy touches on). Many thanks again for the opportunity to provide feedback.</p>	<p>and strategies to enhance after hours activity.</p> <p>Regarding the Ex-Waverton Bowling Club site:</p> <ul style="list-style-type: none"> • Council conducted a two-stage consultation regarding proposed usage of the site • as outlined under the Transformational Projects section, is the short-term reintegration into the existing reserve to expand public open space for community use. The long-term usage of the site is yet to be determined. 	2b
12	Lorna Hall 5E/22 Ross St Wollstonecraft	<p>1. Bicycle Infrastructure - I read with some dismay the CSP. There is nothing of significance planned despite bicycle infrastructure achieving only 52% satisfaction. I am surprised, given the State Government's support of cycling. Throughout the CSP there is mention of trying to reduce dependence on cars, yet there's nothing concrete on achieving this, both in the shorter and longer term. The closing of several pathways to support the further development of road infrastructure makes the prioritising cycling infrastructure even more important.</p> <p>A safe and sensible pathway for adult - and child - cyclists to navigate all of the North Sydney LGA. This includes (but is not limited to):</p> <ul style="list-style-type: none"> • thoroughfare from the Harbour Bridge to the Naremburn bike path • thoroughfare from the Harbour Bridge to the proposed cycle path along the Pacific Highway, in train by Willoughby • a solution to the chaotic, very busy and unsafe West Street - I thought this should be well underway by now. • bike parking (free) at/adjacent to railway stations. I have no idea whether chaining my bike to the fence outside the station is legal - it's certainly not ideal for pedestrians. 	<p>1. The important of cycling and bike infrastructure and reducing car dependence are acknowledged as priorities in the CSP, and as such there are several related Strategies under Outcomes 2.3 and 2.4. Bicycle infrastructure planning occurs at the level below the CSP, by the NSW Government, as well as Council, who will be reviewing its <i>Integrated Cycling Strategy</i>, as noted within the accompanying Delivery Program. Review if this plan will involve further community consultation.</p> <p>It is not an efficient to lock/up secure a bike as long as it is not an obstruction to the general public/pedestrian access. Council could impound if it is an obstruction. Council provides bike rings for public use to store bikes.</p> <p>2. Requests to introduce 15min free parking in North Sydney LGA has been raised a number of times over the last term of Council. Council did trial 15min parking in Parraween St, Cremorne as a pilot to see if its introduction would make a significant difference to parking availability and turnover in North Sydney. The trial was undertaken from 26 August 2020 to 19 December 2021. <u>The results of the study and community</u></p>	2b 2c 2a

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>2. Parking - I use my car as infrequently as possible but want to be able to pop into places. Some 15 minute free parking should be our right as residents of North Sydney.</p> <ul style="list-style-type: none"> • how am I supposed to get to Crows Nest post office, where parcels are to be collected from? • a quick stop in North Sydney to go into a shop? • a quick stop in Waverton to pop into a shop? (enforce parking limits please) • other councils do this for their residents, why can't North Sydney? <p>3. Community Centres - Waverton area is proving a difficult spot to find some space to hold a function or meeting. The Sustainability Centre has restricted uses, and the Uniting Hall is small and has houses on both sides - and I know they are struggling to maintain it. For this reason, I wanted to retain the Waverton Park area for use, but accept this wasn't to be. Perhaps when we get Berrys Bay/Quarantine station back we can have part of it set aside for a community centre, rather than it being fully devoted to expensive commercial activities.</p>	<p>consultation was recently reported to Council on 28 March 2022.</p> <p>The trial found that the overall parking turnover and capacity in the pilot area only marginally improved as a result of the introduction of 15min Free Parking. An increase in parking availability and turnover of approx. 6.2%. In addition, the trial found that the introduction of 15min free parking also resulted in an increase in "overstays" of between 10-20%.</p> <p>As a result of the findings of the trial in Parraween St, Cremorne (reported to Council in March 2022), the Council resolved to defer further trials in other areas of Council for a minimum of two years. This two-year period would allow Council enough time to assess accurately whether the parking meter network can ever recover to pre pandemic utilisation levels or whether the workplace and business environment has changed permanently in the North Sydney LGA because of the impacts of COVID. It was also reported to Council that in the recent Expression of Interest (EOI) for Council's next generation "On Street Parking Management System" and future contract, the ability to have 15-min free parking was built into the Project Brief and Proposed Systems criteria.</p> <p>On 28 March 2022 resolved:</p> <ol style="list-style-type: none"> 1. THAT Council continues to apply the "15-minute free parking" to the 116 x metered bays in Parraween Street, Cremorne only. 2. THAT due to the impacts of COVID-19 on Council's Parking Meter utilisation and accompanying revenue over the last 3 years, the proposed trial of "15minute Free Parking" across the rest of Councils Parking Meter Network be deferred for a minimum of 2 years to assess whether the network can recover to pre pandemic utilisation levels. 3. THAT Council notes in the recent Expression of Interest (EOI) for Council's next generation "On Street Parking Management System" and future contract, the ability to have "15-minute free parking" was built into the Project Brief as a key deliverable. 	2b

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
			3. Feedback regarding access/use of community facilities in Waverton will be treated as a submission in response to Council's draft <i>Fees & Charges Schedule 2022/23</i> .	
13	Jennifer Lang 69 Falcon St North Sydney	<p>I am a long term (25 years) resident of North Sydney. I don't own a car, so in North Sydney, my transport is walking and riding my bike. I would like to be able to safely ride to neighbouring council areas, but from Crows Nest, there is no way to get to the borders of my local council while riding my bike. In fact North Sydney Council is sadly a black hole for bike riders trying to get across it from north or South, both directions have safer infrastructure. The draft CSP currently says (Outcome 2.3) "prioritise sustainable and active transport". And that's great, because North Sydney Council has declared a climate emergency and cycling is ten times more important than electric cars for reaching net zero in cities. But sadly, the CSP doesn't then mention any priorities for bike riding infrastructure that I can see. There is no mention of any bike riding infrastructure either in the top 10 priorities or the transformational projects. The NSW Government now has an Active Transport Minister who wants to invest in projects that support active transport including walking and cycling, and now is the time to take advantage of the funding available to improve the lives and safety of all those who live in North Sydney. I would like a safe, continuous separated bike path from the Harbour Bridge to Naremburn, and to the border of Mosman Council. The benefits of bike paths are not just to bike riders, they are also to all residents.</p> <p>This study from the US concludes that "Despite bicycling being considered ten times more dangerous than driving, the evidence suggests that high-bicycling-mode-share cities are not only safer for bicyclists but for all road users." In particular, the major arteries of West St and the Pacific Highway have been identified for many years as the next step for cycling infrastructure, it is beyond time to make them happen. Building better infrastructure in St Leonards Park will reduce or eliminate the current awkward sharing of paths between pedestrians and bike riders and make everybody's experience better.</p> <p>The new Miller Place development is going to make bike riding less safe without other associated investments in bike riding infrastructure. And as well as better active transport, we need to make our area nicer for pedestrians by closing more streets to cars (except delivery vehicles). In particular, I suggest closing Willoughby Road entirely to traffic from Pacific Highway to Albany Street. Crows Nest has fantastic (and soon to be better) public transport links, and could easily become an even bigger destination if the main street was</p>	<p>For its part, Council will contribute to implementation of the cycling/active transport related strategies via implementation of its <i>Integrated Cycling Strategy (2014)</i>:</p> <ul style="list-style-type: none"> ○ The Delivery Program included two projects/funding for implementation of Routes 2 and 3 (under Outcome 2.3.3) ○ grant funding opportunities are continuously pursued to help fund implementation of the Strategy ○ the Strategy will be reviewed in 2022/23. <p>Concerns about cyclist safety regarding the proposed Miller Place will be referred to TfNSW/Metro and the review of the <i>Integrated Cycling Strategy</i>.</p>	2b

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		completely walkable. Restaurants and cafes would have more space, and visitors would have a much nicer experience. The street is already very narrow, and the main traffic goes elsewhere, so the effect on traffic in adjacent streets would be small, and the neighbourhood experience would be massively enhanced.		
14	Justine Morris 210 Falcon St North Sydney	More focus on better public transport - frequency, routes etc versus developing more roads especially the WHT - make Falcon St pedestrianised - renew St Leonards playground - more child friendly playgrounds in general	The plan includes several Outcomes and Strategies focusing on public transport (1.3.1 2.4.1, 2.4.3). Feedback regarding pedestrianisation at Falcon Street to be referred to TfNSW who is responsible for the WHT project. Regarding St Leonards playground - consultation regarding the refurbishment design concluded in December 2021 and construction is soon to commence.	2b
15	North Sydney Community Centre	Thank you in advance for you considering our feedback in this CSP. One of the Guiding Principles of this plan is Inclusivity: One of the largest barriers faced by North Sydney Community Centre is parking. We regularly receive feedback that local parking is expensive and/or difficult to access. It is unfortunate, but given the nature of our visitors to the Centre, many aren't on public transport (i.e. playgroup carers with child(ren) and a pram, art students with all of their gear/supplies, or market shoppers with bags of groceries). Can there please be consideration of the parking system/look at metered parking. Is it possible to make the Ridge St car park 2 hours free like other local North Sydney Council car parks? Our Living Environment: We're pleased to see there is a drive to protect, enhance and expand open space. Points we'd appreciate considered are: <ul style="list-style-type: none"> benefits of people being outdoors in green space and biodiversity importance of people of all ages playing/being physically activity outside and mental health benefits. Ensure there is outdoor green space for passive activities protection of parks, bushland and playgrounds and stop overdevelopment; currently many local parks are construction sites (perhaps due to lockdown and/or COVID, we've found an increased interest in people wanting to sit outside in the park/our outdoor space and enjoy our playground). 	Feedback regarding parking fees/free parking is noted and will be referred for consideration under Council's <i>Fees & Charges Schedule</i> . Feedback/comments regarding playgrounds and open space is noted: <ul style="list-style-type: none"> a number of playgrounds have been upgrade in recent years in accordance with the refurbishment scheduled outlined in Council's <i>Playgrounds Plan of Management</i> and <i>Playgrounds Methodology</i>, as well as grant funding opportunities. access to open space has been impacted in some locations is restricted due to upgrades e.g. in accordance with adopted Masterplans and because of the WHT project (by the NSW Government) that is acquiring public open space during and post construction of this new road way The following strategies within the plan cover the desire for/importance of increase open/public spaces: <ul style="list-style-type: none"> - 1.4.1, 1.4.2, 1.4.3, 2.1.3, 2.2.1 Feedback regarding the need for additional financial assistance to not-for-profit (NFP) organisations is noted; this is outside the scope of this plan and will be referred to Council's Community	2b 2b/2d 2b

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>Growing Population: We feel the importance of maintaining (and possibly expanding) open green spaces should please be noted. Pressure is being put on existing community centres and additional community services need to be provided - inclusion of sustainable amenities and facilities, ideally onsite, within high density housing.</p> <p>Social Vitality: This section mentions providing support for funding of NFPs and we sincerely appreciate the grant provided by Council. If Council could subsidise some of our current programming, we could offer it at more affordable rates for our community members and still cover our costs. A point Council could perhaps consider is the possibility of covering venue hire fees for volunteer-based community organisations onsite at North Sydney Community Centre.</p>	<p>Development Department for consideration in context of the following projects/initiatives included in Council's accompanying Delivery Program:</p> <ul style="list-style-type: none"> • review of the various community development strategies • review of Community Centres • review of the Grants & Subsidies Program 	
16	Rhonda Bell 14/1 Kiara Cl North Sydney	I live in North Sydney and regularly use the North Sydney and Milson Point ferry wharves. Per the draft CSP, I note that there will be a 42% increase in residents over 65 years in the next 20 years. The path from these wharves is very steep to access James Milson Village, the Kirribilli Shops and schools plus North Sydney Railway station. There is no available public transport there as there is for the Neutral Bay Wharf and this prohibits the elderly or disabled using the ferries to these locations. As with other councils I would like to see small buses/mini vans available to transport primarily the elderly, but also tourists to local shops and attractions in the area.	<p>Feedback regarding steep access to access James Milson Village, the Kirribilli Shops and Sydney Railway station will be referred for consideration in Council's draft <i>Disability Access Inclusion Plan</i> (DIAP) and respective Asset Management Plan/s.</p> <p>Feedback regarding community transport services is noted; and will be referred to Council's Community Development Department for discussion with local provider Community Connect Transport Services, trading as Lower North Shore Community Transport, who provides transport services for medical appointments, as well as shopping and social outings, for those who have difficulty catching mainstream public transport.</p>	2b 2b
17	Pauline Su 101 Bathurst St Sydney	The Lower North Shore and in particular North Sydney needs to consider the needs of cyclists by putting in more bike paths. As a cyclist, I do not feel safe riding on the road with fast cars, buses, motorcycles and trucks. Even as a pedestrian, if I stepped even 6 inches onto the bitumen, my foot would be crushed by passing vehicular traffic. Military Road and the Pacific Highway is like "Death Race 2000"! Please close the gap in bike paths to the north, and connect and improve the access to the east.	Feedback relates to Strategy 2.3.3 Provide a connected walking and cycling network for people of all ages and abilities; and will be referred to Council's Traffic & Transport Operations Department responsible Council's <i>Integrated Cycling Strategy</i> , which as outlined in the Delivery Program will be reviewed.	2b
18	Name and address withheld	<ul style="list-style-type: none"> • Appreciate Recognition of Cammeraygal People as traditional custodians, but there needs to be more First Peoples stories told and displayed via artwork or storyboards, around all the spaces of North Sydney LGA's parks, walks, waterfronts etc. Their stories and language need to be known by others. 	Support for the new Guiding Principles is noted. Strategies 5.1.2 Plan to deliver the aspirations of our community and 5.2.2 Councillors meet their obligations and excel in their roles as community leaders were included to support delivery of this plan.	2b/2d

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<ul style="list-style-type: none"> Introduction: Agree with creating the future 'differently' by putting environmental, social, economic and governance on equal basis, with collaboration with all stakeholders, including residents, community groups, students, businesses etc. especially with regards the Disability Inclusion Access Plan. Our Guiding Principles: of Sustainability, Inclusivity and Integrity are well expressed, and it is hoped that they are not just words but actions, to ensure social sustainability through human rights, living conditions, health, safety, wellbeing, diversity, equity, work life balance, empowerment, community engagements, etc. welcoming social justice principles of equity, access participation and rights; choosing to be honest with a commitment of strong moral and ethical principles and values; while actively engaging with the community and using their insights to inform Council's decision making. Our Strategic Directions - linking the vision to Action, to achieve the place that the community wants, based on outcomes, for the end result. The community would like to have more confidence in Council to lead with respect, integrity, and transparency in its decision making with real accountability to the community. Council should ensure historic items, conservation areas, villages and first peoples sites, are preserved. Also that built and natural environment are in keeping with the local, with increased quantity and quality of accessible housing for all abilities, as well as increased social and affordable housing for all diverse groups within our community, to be able to housed within their community. Direction 1: <ul style="list-style-type: none"> - 1.2 Environmentally sustainable community - Q? How will Council deliver the declaration to reduce the drivers of climate change and prepare for the inevitable impacts to come? and reduce strain on natural resources through water and waste reduction e.g. by capturing water prior to it reaching the harbour, like at Cammeray Golf Course and Forsyth Park water retention and storage. - 1.3 Clean and green places: Expand urban tree canopy by planting more native trees for the climate. All development applications were requested by [former] Cr. Reymond, to underground the power poles closest to the site. This should be a standard request by NSLPP of all major developers. - 1.4 Well utilised open space and recreational facilities: All open space should be beautified and made accessible for people of all abilities. Advocate on behalf of the community at all levels of government against negative impact on our environment of developments and major 	<p>How the local First Nation's stories are to be told by Council are outside the scope of the CSP - to be outlined in supporting plans and strategies.</p> <p>In response to the question regarding delivering on Council's acknowledgement of a climate emergency is outlined in Council's <i>Environmental Sustainability Strategy 2030</i>, adopted in June 2021, which includes an Action Plan prioritising implementation of Council and community initiatives to address climate change.</p> <p>Support for Strategy 1.3.3 Advocate for infrastructure that assists with greening initiatives including powerline undergrounding is noted.</p> <p>Support for Strategy 1.4.5 Advocate on behalf of the community to all levels of government against negative impacts on our environment of development and major infrastructure project is noted; and Strategy 1.4.4 Advocate for visionary new open and green spaces includes proposals such as the covering of the Warringah Freeway to create additional open space, per the 2018 plan.</p> <p>Council's <i>Development Control Plan</i> cannot mandate variations to height and density to be met with a commensurate dedication of affordable housing units or other public assets or infrastructure. The appropriate vehicle for this is a voluntary planning agreement (VPA) which is negotiated on a site-by-site basis. Affordable housing is negotiated through these instruments relatively routinely.</p> <p>Feedback regarding community transport services is noted; and will be referred to Council's Community Development Department for discussion with local provider Lower North Shore Community Transport.</p> <p>Strategy 2.3.3 Provide a connected walking and cycling network for people of all ages and abilities covers the feedback provided regarding catering for "wheeled" persons. This also</p>	<p>2b</p> <p>2b</p> <p>2d</p> <p>2d</p> <p>2b</p> <p>2b</p> <p>2b</p>

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>infrastructure projects - and Council should ensure North Sydney community is compensated for these impacts, via improvements not losses of green open space, like the Warringah Freeway being covered by green open space.</p> <ul style="list-style-type: none"> • Direction 2: Vehicle transport is supported by an effective and integrated transport and parking system. So, it is suggested that: <ul style="list-style-type: none"> - 2.3 a local small community bus system be provided to support the aging community to navigate the North Sydney topography, from ferries to transport hubs, to CBD, to schools etc. This system would improve active public transport (2.4) - 2.1 Infrastructure and assets meet diverse community needs: Review and change the DCP to ensure that 10% of the “additional uplift” of any development - i.e. 10% of the apartments of the additional floors approved by NSPP for any development; this housing stock to be ‘given’ to Council to increase the affordable housing stock to meet the needs of the diversity of the community, for local adorable, social housing and transitional housing for women and children escaping domestic violence. - 2.3 Prioritise sustainable and active transport by providing a local bus from ferry stops up through the steep topography to CBD and transport hubs. Also provide connected walking and cycling network for people of all ages and abilities, able to cater for all ‘wheeled’ persons including those with disabilities on schoolers, wheelchairs, walking frames, with walking sticks etc. - 2.4 Efficient traffic mobility and parking: Better integrated major transport infrastructure into the local built environment; the Community would like to see the HarbourLink shared cycleway or similar be implemented by TfNSW, while going through the WFU, along with the WHTBL projects. It is a now or never opportunity, to be able to have a safe link for all the other municipality’s cycle routes through North Sydney and down to the SHB. This HarbourLink of 3 km, 3 degree gradient, 5m wide shared path for pedestrians and cyclists and all wheeled persons with a disability, from Cammeray down to the harbour bridge, with on/off ramps from Cammeray, Neutral Bay, North Sydney etc. This infrastructure will take out topography of North Sydney for all community members to be able to access the city via the bridge. • Direction 3: <ul style="list-style-type: none"> - 3.2 Deliver and support smart innovative services to the community; provide solar panels and battery storage to run and support neighbourhoods. 	<p>links to Council’s <i>Disability Inclusion Action Plan</i> currently under review.</p> <p>Feedback regarding cycling routes will be referred to Council’s Traffic & Transport Operations Department who is responsible Council’s <i>Integrated Cycling Strategy</i>, which as outlined in the Delivery Program will be reviewed; and cyclists direct access to the Sydney Harbour Bridge relates TfNSW’s Sydney Harbour Bridge Cycling Ramp project.</p> <p>Suggestion that all character statements be reviewed - relates to the following project in the Delivery Program under 3.3.2: Undertake a Comprehensive Heritage Review</p> <p>Regarding feedback on Outcome 3.2 and community batteries - on 23 May 2022, Council resolved:</p> <ol style="list-style-type: none"> 1. THAT Council be provided with a report on neighbourhood power sharing schemes, including consideration of a pilot scheme and identifying areas deemed feasible for such schemes. 2. THAT, if such a scheme were found to be feasible, a number of areas be selected as pilot projects, especially where there are concentrations of high and medium density housing with multiple residencies. <p>Feedback regarding increase provision/use of interpretive signs - relates to the following project in the Delivery Program under 4.3.2: Provide interpretive information on signs and plaques at historical sites</p> <p>Feedback regarding the Council website noted. A new Council website is in development, to be launched in early 2022/23.</p> <p>Feedback regarding Council and Committee webcasts and records relates to a separate/recent consultation regarding proposed changes to Council meeting practice and amendments to the Code of Meeting Practice.</p>	<p>2b</p> <p>2b</p> <p>2b</p> <p>2b</p> <p>2b</p> <p>2a</p>

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>- 3.3 Leading strategic land use planning: Council should review all character statements for all community areas, to ensure that there is protection of local areas against developers, who feel that if protection of elements of an area, is not listed in the character statement, then they can 'change' that with their overdevelopments. Advocate for and provide affordable housing; as stated before, ensure that 10% of the additional uplift for developers, is provided as affordable housing; do this by changes to the DCP, to enable the NSPP can make it a 'condition' of the development.</p> <ul style="list-style-type: none"> • Direction 4: <ul style="list-style-type: none"> - 4.1 Increase, celebrate etc. via the Disability Inclusion Action Plan Reduce housing stress ... via changes to DCP to gain 10% additional housing from developers uplift. Utilise and develop community skills and expertise through volunteering; tap into and use the extensive knowledge and skills within the community. - 4.3 North Sydney's history is preserved and recognised: agree with all statements but include and increase interpretative signage for stories for all areas around the LGA, especially foreshore walks and within parks, to have them as points of interest and 'teaching'/history information for all. • Direction 5: <ul style="list-style-type: none"> - 5.1 Plan to deliver the aspirations of our community: WHTBL and WFU - deliver HarbourLink or similar at the time of these projects, or the opportunity will be forever lost. - 5.3 and 5.4 Community is engaged in what Council does: Council needs to revert back to meeting practices, to allow more people to be able to engage with Council. Council services are efficient and easy to access - the Council website and access needs to be improved, as it is not intuitive; the recordings of the Council meetings and Committee meetings also needs to be vastly improved and able to be watched live or join later, or stream after the meeting, but that night. <p>The rest of the report is very informative and appreciate the extensive information. Thanks</p>		
19	M Pinchback 2 Parkes St Kirribilli	<p>First of all, I would like to thank North Sydney Council for all the past work they have done to maintain and enhance their areas of responsibility and for this opportunity to be part of a wider dialogue and community engagement over the future of the local areas. Comments as follows:</p> <ul style="list-style-type: none"> • Climate Change Plant public spaces with NASA toxin removing plants to enhance air quality. Plane trees are also good for urban areas as they shed 	The broad elements of the feedback provided are covered by Council's <i>Environmental Sustainability Strategy 2030</i> and the specific issues raised will be subject to further investigation as part of implementation of that Strategy.	2b

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>their bark regularly, so are not killed by accumulating pollution.</p> <ul style="list-style-type: none"> • Water public gardens via underground water system with auto timers beginning in the very early morning when rates are off peak (better still collect rainwater and use grey water recycled from public facilities for same). Most efficient way to water plants is via root system with min evaporation and less diseases from watering early in the day. Public walkways - use tiles with no grout, just sand so that rain goes through underground and doesn't have to run off into street systems. • Remove all Mobile Towers and Strongly Discourage Use of Electro-smog • Promote more sustainable and less consumable practices such as Permaculture and organic food production <ul style="list-style-type: none"> ○ Passive House principles to decrease energy demand ○ Encourage recycling, up-cycling, sharing and swapping of most items such as garden items, plants, household items, clothing, etc ○ Reduce, eliminate fridges or have a community fridge in buildings <p>Section 2.3 Sustainable Transport Using food waste to fuel public transport and provide fertiliser for parks/food gardens - like Sweden's suburb 4.1 Vulnerable, Housing Stress and Low Income Current statistics indicate about half of the locals are renters and future employment opportunities could be impacted by technological revolution.</p> <ul style="list-style-type: none"> • Measures to reduce cost of living such as: <ul style="list-style-type: none"> ○ Including growing food items on public land and/or through schools which is given away to community members either by picking their own, and/or through distribution networks such as a stall at local markets and people produce concession or seniors card to take free food grown on public land, nature strips, railways, parks etc ○ Public showers available during daylight hours with hot and cold water ○ Container homes for low income people on identified unused public space. A good combination would be older people for permanent housing and housing nursing/aged care students in other containers nearby, with an agreement in place for xxx amount of practical support per week e.g. 20 hours for an approved L4 Home Care Package older recipient together with charging the student a nominal sum per week for accommodation. If coordinated with a RTO, it would have the added bonus of practical training for the student and federal 		

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>financial relief as the funding for aged Home Care Packages in this scenario would be with in the form of providing the dedicated student for a contracted period of time instead of financial assistance (although some tasks may still require outsourcing such as maintenance etc)</p> <ul style="list-style-type: none"> ○ Emergency shelter in public buildings like school gyms from 7pm to 7am ○ Hedgehog self-build program in the UK as featured on Grand Designs is deemed a success citizens who can't build, but could child mind, cook, clean and do other tasks for group members could be allocated construction students provided by a RTO to do the hard physical work for them. ○ Offer tax incentives to private homes that provide self-contained accommodation at capped rate for people ○ Expand Streets Alive program and educate and enable residents and/or volunteers to establish community whole system hydroponic farms, grow flowers and have bee hives, chickens and other forms of fresh organic food sources which can be sold/given away locally or made into meals for the elderly - better quality food, cost effective, low food miles, assists those on lower incomes. ○ Add food gardens to Aged Residential facilities and schools to feed people ○ Add solar panels to public roofs e.g. North Sydney Oval to provide income for Council and local green energy ○ Oz Harvest do a great job of identifying and re-distributing food to lower income people. Could their expertise be harnessed to engage, and co-ordinate local businesses and suppliers and a shopfront identified for distribution to local concession community members? Shop front could also provide opportunity for educating locals with new job and business skills within the structure of distribution, management, and sales. ○ Laws to protect individual and local community assets of the right to provide and access to free food, clean water and energy need to be firmly in place to protect against corporate financial interests and tactics used in other areas of the world already. <ul style="list-style-type: none"> ● 4.3 Protect Current Local Heritage Protect and maintain streetscapes and older homes and buildings and tell the narrative of their importance. Pressure washing the side of the Sydney Harbour Bridge from the stairs 		

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>back to North Sydney precinct and other local historical buildings of significance on a regular basis would enhance the national monument and tourist attraction. The Stanton Library are doing a great job of collecting and collating Local Heritage, but more publicity near significant sites using plaques, story boards and similar would attract visitors to the area which is good for local business also. The National Trust and other like-minded organisations are quite good at this. Guided local historical walks would enhance education and business opportunities.</p> <ul style="list-style-type: none"> • Section 7 Affordable Clean Energy As a medium and high-density areas are in the local region, utilising and re-purposing resources could provide many benefits. Using grey water to create energy Use potable water to create energy as it is fed throughout suburbs • More efficient use of resources through up-cycling and multi-purpose approach Recycling black water for non-potable use - like Rouse Hill, NSW Community marketing to add grey water recycling systems to their homes - around \$800-\$4,000 - perhaps homes that uptake this option could get tax credits or other incentives? Same for rainwater collection systems on sites - encourage residents/building to collect and use water or collect water and feed it direct to mains for payment (like solar panels feeding power to the grid). • p23 Age Friendly More places for older people to sit and rest if they need to when walking around or in group settings in parks and public places. Facilities in public toilets for used disposable continence product collection. Ramps on curbs and level walkways for easier access. Signs and social media education encouraging people to be elder aware, give up seats on trains and buses etc Creating diverse community solutions which are self-sufficient, engaging and beneficial for all the local community will take time to create and educate, but will benefit all members on many levels, social, financial and wellbeing. 		
20	Martin Choy 8/389A Alfred St North Neutral Bay	<p>While cycling is mentioned in the CSP, it was disappointing to note no comment of a regional cycling plan in the transformational projects (which mentioned the next 20 years). Especially the recent strong push by the NSW Government towards cycling and active transport options.</p> <p>I note there has been talk of trying to make the North Sydney CBD. While it may be outside of the purview of Council, I wonder if anyone has ever considered the notion of trying to encourage a department store into the North Sydney CBD. While this could create major traffic head aches and require more parking, I ponder whether this would significantly increase traffic into the CBD. With the high population density in North Sydney, it seems odd</p>	<p>Feedback regarding cycling routes will be referred to Council's Traffic & Transport Operations Department who is responsible Council's <i>Integrated Cycling Strategy</i>, which as outlined in the Delivery Program will be reviewed; and for referral to TfNSW regarding their regional cycling plans.</p> <p>Council plays a role in setting the planning controls, public domain embellishments and infrastructure and collaborating with the NSW Government to attract public investment in the CBD. The North Sydney CBD has traditionally had a</p>	<p>2b</p> <p>2b/2g</p>

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		to me that residents need to venture out to Chatswood/Brookvale/City to access major department stores with Greenwood large being an array of boutique stores. While some say that a department store potentially competes with the boutique stores, I personally believe that popular department stores draw in more shoppers and generate visibility to local businesses and generally cater to different needs.	employment/office market focus. Council plays a very limited role in attracting anchor tenants in the North Sydney CBD is ultimately a market driven decision.	
21	Anne McCusker 66 Shellcove Rd Neutral Bay	Community engagement. The Draft CSP relies on two surveys, each having interviewed approximately 400 residents, one report in 2020, one in 2021. The population of North Sydney LHA is approximately 73,700 residents. So the CSP as presented is based on formal replies from approximately 1% of the residents. The reports concentrate on the residents' opinion of current Council services and facilities. We suggest that the CSP as it relates to community engagement in the development process and the supply of housing needs updating. The current situation is that any development proposal for housing has community involvement through the Precinct System, and Council calling for submissions to any development application. We have found the Precinct System tends to resist change. The precinct committees tend to report negatively on any development that may add additional housing to any area. We have found the Development Application submission system is not well managed by Council. The submissions on any application tend to be of the 'not in my back yard' variety. Information distributed by the objectors is often incorrect. Many of these organised objection campaigns lead to community disharmony. We would suggest Council change their approach to community engagement. By using available data and analysing the real behaviour of people, planners can now measure what people do, not what they say they'll do. Surveys do not predict our behaviour or quantify our needs. What we do is often more accurate than what we say we are going to do. The science of Planning Data Analytics is available to Council, and can be incorporated into their strategy. Council's Strategic Planners will be well versed in the science-based results of local needs from Data Analytics. For example, I am sure it will show the need for more medium density development in established areas, as is evidenced by sales, but objection submissions come from existing residents and are usually supported by Council officers. Data analytics will inform Council of the real needs of the community, not just consider responses from the 1% who are involved in last century style written surveys. We hope that Council takes this opportunity to update their strategies to include all available data for planning decisions.	<p>Feedback regarding the level of stakeholder participation to inform the CSP is noted; as articulated in the project-specific <i>Engagement Strategy</i> that guided preparation of the plan, numerous recent engagements for major projects and supporting plans and strategies were also drawn on, in addition to the opt-in methods and representative sample via the 2020 Customer Satisfaction Survey.</p> <p>Feedback regarding DAs/management of submissions will be considered as part of the next review of Council's <i>Community Participation Plan</i> (part of the <i>Community Engagement Protocol</i> which outlines the inform methods used to promote notice of advertised Development Applications. The amended document will be placed on public exhibition, allowing for stakeholder feedback.</p> <p>Feedback regarding the Precinct System noted.</p>	<p>2b</p> <p>2b</p>

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
22	Neutral Bay Community Centre 190-192 Military Road Neutral Bay	Neutral Bay Community Centre's mission statement is that "We will provide and facilitate affordable activities and services in a welcoming environment that enhance and support the quality of life of our members". With that in mind we are keen to increase the community space being made available to Neutral Bay residents for community activities.	Feedback regarding increasing community space for use for activities by Neutral Bay residents is outside the scope of this plan; and will be referred to Council's Community Development Department for consideration in context of the following projects/initiatives included in Council's accompanying Delivery Program: <ul style="list-style-type: none"> • review of the community development strategies • review of Community Centres • review of the Grants & Subsidies Program 	2b
23	Kenn Clacher 3 Whatmore St Waverton	<p>The purpose of this analysis of the policy of North Sydney Council ("Council") on trees growing within its LGA ("trees policy" or "policy") is to suggest amendments and improvements to the policy. It needs improvement to more closely align it to the amenity and wishes of the council area's residents. This need arises because the rationale for aspects of the policy seems to be based on overseas data which is of doubtful, if any, relevance to the location of the Council's area beside one of the world's great harbours, and at the gateway to one of the world's great cities. There are several contradictions and ambiguities in the policy because it is contained within a very large number of Acts, policies, documents and websites.</p> <p>Council rightly recognises the contribution that trees make to the ambience of the Council's area and encourages the establishment and growth of trees in its area. This recognition and encouragement comprises a trees policy that is embodied and expressed in a large number of Acts of the NSW Government and Council policies, plans, strategies, statements and other documents. The large number and variety of these sources and expressions of the policy is such that it is confusing and often contradictory. In addition, it appears to be based in large part on claims that are misunderstood or not relevant to the Council's area. Consequently, the policy needs to be rewritten to make it more internally consistent, more easily understood and more appropriate to the unique position of the Council's area on one of the world's most beautiful harbours and as the northern gateway to the City of Sydney...</p> <p>Council has a policy on trees ("trees policy" or "policy") which is informed by its opinion that trees (other than some weed species in some but not all circumstances) invariably increase property values as well as providing environmental and other benefits. This trees policy is formed by a large number of Acts of the NSW Government and Council policies, plans, strategies,</p>	<p>The balance between maintaining residential amenity and increasing canopy cover is noted and is consistent with Council's <i>Urban Forest Strategy</i> (2019).</p> <p>This submission refers to location specific issue - a Council staff member will contact the submitter to discuss the matter.</p>	2b

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>statements and other documents. As might be expected of such a large number of sources, there are some inconsistencies and contradictions in the policy.</p> <p>The result is that it is difficult in some cases to determine exactly what the policy is and there is a confusion of the Council’s objectives and practices and a possibility that these can be different depending on the particular policy, plan, strategy, statement and context and on the Council department applying the policy ...</p> <p>The value of trees to the community - Under its trees policy Council rightly encourages the establishment and growth of trees in its area. Council’s trees policy is based on the environmental and visual benefits of trees and Council’s assertion that trees improve property values by up to 20% (see Appendix 11 on p25). There is an implicit assumption that the bigger the tree, and the greater the number of trees, the greater the increase in value. This assumption seems to be based on data from the United States which is not necessarily directly, if at all, relevant to North Sydney (p25-26). Moreover, the argument for the amount of improvement in property values created by trees does not take into account the outstanding location of the Council’s area which forms the northern shore of part of the magnificent Sydney Harbour, is the northern gateway to the centre of the city of Sydney and its breathtaking views and vistas of the city and harbour. It does not recognise the improvement in property values by up to 90% in Sydney resulting from such views and vistas (p25) and the destruction in value if such views are severely or totally compromised by inappropriate trees.</p> <p>Council wants to achieve an overall canopy cover for North Sydney of 34.4% (<i>North Sydney Urban Forest Strategy</i> p17). A tree cover of 100% (equivalent to restoring the North Sydney Council’s area to its original state) would clearly cause a decrease in value. At what level does increasing tree cover cease to add value, and start to destroy value? Council’s tree policy does not examine this question.</p> <p>It does justify its target canopy cover by reference to “international agencies” which: <i>promote the range of 25% to 40% as the ideal overall canopy cover to maximise benefits to the community (depending on climate and land use patterns). The internationally recommended canopy cover target for our climatic zone in North Sydney is approximately 40%. This recommended</i></p>		

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p><i>percentage is further broken down by specific land-use targets as follows:</i></p> <ul style="list-style-type: none"> • <i>Recommended - 15% canopy cover in Central Business Districts</i> • <i>Recommended - 25% canopy cover in Urban zones (medium and high density residential areas)</i> • <i>Recommended - 50% canopy cover in Suburban residential zones (low density residential areas)</i> <p>The basis for the target is a generalised one, so that Council is basing its target on land use and climatic zone, but that do not appear to take into account such factors as whether the land is grouped around one of the world’s most spectacular harbours, or whether it is in a featureless plain with no views of any sort. It treats land that without excessive and inappropriate trees would have harbour views, the same as land that, with the same use classification, does not have any view at all (other than of the house over the road or the house over the back fence). Thus by ignoring the special location of the North Sydney LGA on Sydney Harbour Council is pursuing a tree canopy target that does not maximise benefits to the community because it destroys value and amenity. There appears to have been no attempt to apply the Tenacity Principles (see Appendix 4, p14) to calculating Council’s target canopy cover.</p> <p>... In the North Sydney area ecosystems are hopelessly compromised by an imbalance in the number of homo sapiens in the area. This imbalance causes a compromise in every other species of native fauna and flora that share the area. Planting of any species other than original (pre-European) vegetation does not enhance biodiversity – it just increases the variety of plants used to dilute biodiversity. This applies regardless of whether the non-original species are native Australian or not.</p> <p>There is no question that in general trees in the North Sydney Council’s area improve the quality of life for people who reside in, work in and visit the area. They do have benefits to land values of some properties (though not necessarily what is indicated by some wholly unrelated US studies), and to the environment though these are modest given the scale of what is possible after infrastructure, commercial, industrial and residential imperatives are imposed on the original landscape. If Council’s reverence towards existing trees were applied historically, the whole of the council’s area would still be in its original state and have only a handful of permanent residents.</p> <p>Council’s tree policy says it seeks to maximise these benefits but its application</p>		

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		appears to emphasise excessively the number of trees, and favour currently existing trees regardless of their appropriateness, and ignore the much greater increase in value that would result if trees were not allowed to obliterate unnecessarily vistas from North Sydney over one of the world's most beautiful harbours. The Council should amend its tree policy to remove its inconsistencies and contradictions and recognise that trees should not be permitted to reduce the amenity of its residents.		
24	Name and address withheld	<p>The current draft CSP indicates on p21 - 12% of people either walk or cycle to work I suspect most commuters in this statistic are walking given how poor and disconnected the cycling infrastructure is through North Sydney business areas. North Sydney is a very small LGA. Almost everyone lives within 2.5km of the North Sydney CBD and generally within 1.5km of a major village centre like Crows Nest or Neutral Bay. These distances are easily cyclable - particularly using e-bikes/e-cargo bikes. Traffic and Car parking is frequently sighted as a growing issue but it's impossible to provide enough space for cars as the population continues to grow. The only solution is to encourage many more people to use bikes for shorter trips.</p> <p>Direction 2 specifically mentions prioritising cycling along with walking and public transport. This is a good start but there is no mention of any actual routes to be built. In the related Delivery Program and Operational Plan, there is no mention of critical cycling links like the Pacific Hwy linking Milsons Point to Crows Nest and West Street which are both needed to connect the bridge to the existing Naremburn cycleway. If North Sydney Council truly wants to prioritise walking and cycling, it needs to ensure that everyone from 8-80 years of any ability can safely walk or cycle to any destination in North Sydney. This can only occur by turning our residential streets into quiet, low speed areas where pedestrians and cyclists are prioritised over motor vehicles. In areas where speed limits need to be >30km/h, safe and convenient cycleways need to be constructed. In order to meet its 2040 goals, Council over the next 3 years should execute (along with TfNSW):</p> <ul style="list-style-type: none"> at least 1 safe, separated bike path from the Sydney Harbour Bridge to the Naremburn cycleway (likely along Pacific Hwy and West Street) an approved and funded plan towards a second bike path connecting the Pacific Hwy in North Sydney to St Leonards and Willoughby Council's paths about to be created at Herbert St and Pacific Hwy north of St Leonards work with TfNSW to develop the Kirribilli to Cremorne cycle route actively work to implement the "safe streets to school" program by running multiple trials of "quiet streets" - particularly near schools 	<p>For its part, Council will contribute to implementation of the cycling/active transport related strategies via implementation of its <i>Integrated Cycling Strategy</i> (2014). The plan will be reviewed in 2022/23; and grant funding opportunities are continuously pursued to help fund implementation of the cycling infrastructure within the plan.</p> <p>The <i>Delivery Program/Operational Plan & Budget 2022/23</i> identify specific <i>Integrated Cycling Strategy</i> projects for delivery under Strategy 2.3.3 Provide a connected walking and cycling network for people of all ages and abilities. These are:</p> <ul style="list-style-type: none"> 2.3.3.02 Implement the Priority Route 2 - Active Transport at Young Street 2.3.3.03 Implement the Priority Route 3 - Active Transport pedestrian/cycleway program 	2b

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>where 30km/h zones are implemented and people walking and cycling are prioritised over motorists.</p> <ul style="list-style-type: none"> • building more conveniently placed, safe and secure bicycle parking options where people need to leave their bike. Much of the existing bicycle parking is either inconvenient to access or unsuitable for expensive ebikes and particularly larger cargo bikes. • work with apartment residents to develop secure ebike storage near apartment blocks as car storage for everyone becomes less viable. • p29 mentions “Transformational Projects” but there is no mention of any cycling initiatives despite the incredibly low usage of cycling for transport in North Sydney. At the very least a complete bicycle network should also be included as a transformational project. Additionally, the destruction of the motorway builds provides additional funding opportunities for major connecting infrastructure like • a cycling/walking bridge over Brook Street to connect North Sydney Council with Naremburn • a cycling/walking bridge over Falcon Street connecting St Leonards Park and Merlin St cycleway • an improved bridge and road changes better linking Ridge St to Neutral Bay and Military Rd without using the inconvenient, narrow and potentially dangerous Winter Ave/Bent St route; The Council needs to work closely with TfNSW to ensure these transformational active transport upgrades are built if the motorway tunnel does go ahead. 		
25	Mark Macfarlane Avarisoft Pty Ltd 604/250 Pacific Hwy Crows Nest	<p>You mention on p13 an Issue 3 about North Sydney being the centre of Innovation, entrepreneurship and tourism. Good vision. After that it disappoints and is very mediocre. Strategy 3.2.1 (p18) Deliver smart city strategies - What does this mean? Seems like a throwaway line. Deliver and support smart, innovative services to the community. No objectives here about how you are going to achieve the innovative vision. No ambition and directionless. How disappointing this is. How about we have some more explicit actions on how the council will support entrepreneurs to establish their business in the North Sydney CBD which is half empty these days. Maybe establishment of an innovation hubs at North Sydney and Crows Nest (So many empty buildings that could be filled with startups but no path on how to make it happen, becoming a gigabit CBD, attracting some of the larger tech companies to North Sydney CBD via creation and use of multi share hubs, establishing an AI lab, creating a shared lab with the local schools for STEM etc,</p>	<p>Strategy 3.2.1 has been deliberately left open-ended to cover the broad range of initiatives that fall within the scope of “smart” and “innovation”. For its part in delivering on this Strategy, Council will do so via its <i>Smart City Strategy (2019)</i> and <i>Economic Development Strategy (2016)</i> both plans require review, providing an upcoming opportunity to engagement directly with stakeholders regarding the initiatives within these plans. Feedback not supported as CSP amendment.</p>	2b

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		Transport technology hub, Tourism technology hub. I could go on and on. The vision and supporting objectives in this document lack ambition for our start-up community. Please try and put a little more effort into this. I am sure myself and other technology start up founders that live in the area would be willing to help with their own time if you ask. Thankyou.		
26	Bike North	<p>Thank you for the opportunity to comment on the Draft CSP... Council has long recognised the contribution active travel, including cycling, makes to their vision of North Sydney as a sustainable place to live, work, study and do business. The reality of infrastructure on the ground in North Sydney does not live up to that vision. There has been some excellent cycling infrastructure built, in particular the bike paths along Route 2 [of the <i>Integrated Cycling Strategy</i> (2014)], North Sydney to Neutral Bay, but it remains unconnected to any cycling network, isolated and therefore underutilised.</p> <p>The greatest failure though, has been the failure to complete the cycling gap from the Sydney Harbour Bridge to the northern boundary. To provide just one safe and useful bike path between Kirribilli and the high quality bike path in Naremburn, just beyond the North Sydney border with Willoughby LGA. We are aware of a great deal of investigation, development of design options with community workshops and exhibitions, development of concept plans and even some detailed plans, planning with TfNSW especially for a proposed pop-up cycleway. But nothing built. Very little part of the route even developed to detailed design. No concept proposal exhibited to the community. The bike path at Naremburn was completed over 15 years ago and to date it remains unconnected to safe bike paths through North Sydney.</p> <p>The CSP does include an excellent strategic direction with respect to cycling. It says <i>'Our community prioritises walking, cycling and public transport and people of all ages are comfortable riding in the area'</i>. That is excellent but how does that vision translate into real plans in the Delivery Program and Operational Plan and Budget? A brief review of those plans indicates that the translation is very poor. In fact, it appears very little changed from previous years' documents, which clearly remain unfinished.</p> <p>It is apparent from those documents that the CSP needs to demonstrate a much clearer and strengthened vision for cycling in North Sydney. There is a section on Transformational Projects, and what could be more transformational than the implementation of a complete bicycle network, regional and local, within 10 years. A network which we describe as where anyone, of any age or level of ability can safely access any destination they need to reach by bike. A place of quiet, low speed streets, which prioritise walking and cycling over motor vehicles. A place where there is a safe,</p>	<p>For its part, Council will contribute to implementation of the cycling/active transport related strategies via implementation of its <i>Integrated Cycling Strategy</i> (2014). The plan will be reviewed in 2022/23; and grant funding opportunities are continuously pursued to help fund implementation of the cycling infrastructure within the plan.</p> <p>The <i>Delivery Program/Operational Plan & Budget 2022/23</i> identify specific <i>Integrated Cycling Strategy</i> projects for delivery under Strategy 2.3.3 Provide a connected walking and cycling network for people of all ages and abilities. These are:</p> <ul style="list-style-type: none"> • 2.3.3.02 Implement the Priority Route 2 - Active Transport at Young Street • 2.3.3.03 Implement the Priority Route 3 - Active Transport pedestrian/cycleway program 	2b

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>separate bike path along every road where the designed or regulatory speed is greater than 30kph.</p> <p>While that is a bold vision, there also needs to be an initial objective, with targets, for the first term of Council. We request that in this first term Council deliver, in partnership with TfNSW and any other funding body:</p> <ul style="list-style-type: none"> at least one continuous, safe separated bike path north from the bridge to the bike path in Naremburn - along West Street and Pacific Highway a concrete plan towards a second bike path north, to St Leonards, connecting to Willoughby's developing bike paths connections and improvements commenced to the eastern bike routes a number of trials of quiet street, especially around schools – slow speed, prioritising people walking and riding bikes. review of other local cycling routes. <p>Council needs to get moving with a Delivery Program and Operational Plan if it intends to deliver this outcome. There is no reason this cannot be achieved in these times. Two additional drivers to support this outcome are:</p> <ul style="list-style-type: none"> TfNSW has already identified Strategic Cycling Corridors with immediate priorities including connections in the North Sydney and Chatswood areas. These were identified after consultation with North Sydney Council and Bike North. Bike North priorities are the two northern routes to Naremburn and St Leonards. Warringah Freeway Upgrade Project is required, in consultation with Councils, Bicycle NSW and Bike North, to review active transport infrastructure within at least 500m of the Warringah Freeway corridor to identify capacity constraints or missing links, report to Planning Secretary for approval and then implement. This is a real opportunity to fund major projects such as below, but should not be used to delay the critical priorities we outlined above. What this could fund are bridging infrastructure connecting the following: <ul style="list-style-type: none"> West Street and the Naremburn bike path St Leonards Park and the Falcon Street shared path bridge Ridge Street shared path bridge and Military Road 		
27	Catherine Turner 2 Grafton St Cremorne	I think the overall plan is excellent. I would like to make a suggestion for 2.3 "Provide a connected walking and cycling network for people of all ages and abilities." I often feel threatened by cyclists on shared paths. Often the paths are narrow and cyclists travel at speed and do not always ring their bells to	Feedback regarding separated pedestrian/cycling paths to be referred to the review of the <i>Integrated Cycling Strategy</i> (project within Council's Delivery Program). Feedback not supported as CSP amendment.	2b

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>alert walkers. Some cycles are battery powered and some cyclists assume their right to the centre of the path and expect the pedestrian to move out of their way. I would not allow my dog to be off leash on one of these paths. I request that where possible, pedestrian and cycle paths be separated.</p>		
28	Cancer Council NSW	<p>Thank you for the opportunity to provide feedback on the draft CSP. Cancer Council NSW is committed to reducing the impact of cancer on individuals and the community. We are community funded and community focused. We believe health is central to urban planning that can create environments that promote cancer-smart behaviours and reduce exposure to known cancer risks such as solar ultraviolet (UV) radiation.</p> <p>This submission outlines the importance of the role of built and natural shade in helping to protect the community from over-exposure to UV radiation, and makes specific suggestions for inclusion of shade and UV radiation issues in Council's draft CSP.</p> <p>Cancer Council NSW works closely with key stakeholders to reduce the incidence of skin cancer by improving access to adequate shade in NSW. Cancer Council NSW is a key partner in the implementation of the NSW Skin Cancer Prevention Strategy (2017) which defines a comprehensive approach to reducing overexposure to UV radiation and ultimately the incidence of skin cancer in NSW. The Strategy is a multidisciplinary initiative lead by the Cancer Institute NSW which is an agency of NSW Health...</p> <p>Councils have a responsibility for a range of health promoting activities intended to benefit their communities. Facilitating sun protection through thoughtful planning and designing of effective shade forms part of these responsibilities.</p> <p>Prioritising natural shade for UV protection will also assist Council in achieving NSW Government urban heat management and healthy built environment priorities including:</p> <ul style="list-style-type: none"> • achieving proposed tree canopy targets outlined in the draft NSW Urban Design Guide • Premier's Priority of Greening Our City for Greater Sydney. • your relevant District Plan's Planning Priority regarding fostering healthy communities ... <p>Response to CSP - the CSP also plays a key role in ensuring the practical</p>	<p>Feedback noted. When Council designs and plans for new or refurbishment/retro fitting of new public spaces, shade is an important component of the design. Recent examples of refurbishment of a public open include the Coal Loader Platform and playgrounds.</p>	2b

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>planning and delivery of shade. Cancer Council NSW urges Council to add the following to your CSP:</p> <ul style="list-style-type: none"> ensure the value of shade for UV radiation protection and other co-benefits are fully recognised and acknowledge that there is currently a lack of quality shade in public spaces. This may have already been raised in the community engagement you undertook to develop the plan. recognise that quality shade is an asset that is critical to ensuring the health, comfort and well-being of your community. the commitment to plan and budget properly in advance for built and natural shade in public spaces including playgrounds, parks, recreation and sporting facilities, active travel networks and town centres. 		
29	Aboriginal Heritage Office	<p>Suggested Amendments: The Aboriginal Heritage Office (AHO) has reviewed the CSP and appreciates the effort put in by staff. The following are clarifications that the AHO would recommend be incorporated in any future draft if appropriate or reviews of internal policies and procedures.</p> <p>1. Direction 1 (p8) - Our natural environment supports biodiversity, through our bushland reserves, wildlife corridors and innovative foreshore management. Recreational facilities including parks, sporting fields and playgrounds support an active lifestyle for residents and visitors. Care needs to be taken during the planning process where new areas are opened up or made accessible to increased user numbers where there are Aboriginal heritage sites nearby. An increase in visitation may result in sites being accessed and impacted through erosion, graffiti and so on. This may not need to be articulated in the strategic plan, but internal procedures should be reviewed periodically (e.g. ensuring staff have done the AHO training, are using AHO checklists for Aboriginal heritage planning, are aware of the latest Aboriginal heritage reports, and so on).</p> <p>1. p10 - Our Living Environment (Outcomes 1.1 to 1.4) - Care needs to be taken during the planning process where new areas are being rehabilitated, so Aboriginal sites are not harmed. Inadvertent impacts are considered harm under the NPW Act (1974). This may not need to be articulated in the strategic plan, but internal procedures should be reviewed periodically (e.g. ensuring staff have done the AHO training, are using AHO checklists for Aboriginal heritage planning, are aware of the latest Aboriginal heritage reports).</p> <p>3. p15 - small 'a' in Aboriginal, should be capital A</p> <p>4. Our Social Vitality (p16) - Local heritage and our First Nations history and culture is respected and preserved.</p> <p>4.3 North Sydney's history is preserved and recognised. Interpret and promote North Sydney's history and heritage Protect and maintain sacred and historical</p>	<p>Feedback regarding provision of AHO training and use of AHO checklists to inform planning near Aboriginal sites has been referred to Council's Human Resources Department for consideration as corporate training.</p> <p>p15 typo corrected</p> <p>During Stage 1, desire was expressed to explicitly provide for a strategy focused on Aboriginal history/culture and for this reason there are two strategies; Strategy 4.3.2 is intended as non-Aboriginal local history/heritage whereas 4.3.3 is dedicated to local Aboriginal history/culture. Therefore, recommended edits not supported.</p> <p>Updating of the AHO's <i>Aboriginal site Management Plan (2011)</i> is noted and will be used to measure Indicator No. 47 (via the State of North Sydney Report to be prepared in 2024).</p>	<p>2b</p> <p>1e</p> <p>2e</p> <p>2d</p>

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>sites, items and records Promote awareness of North Sydney's First Nation's heritage - Replace the word 'sacred' with Aboriginal heritage.</p> <p>5. Transformational Projects</p> <ul style="list-style-type: none"> Berrys Bay and Quarantine Launch Depot (p29) - Care needs to be taken during the planning process where new areas are opened up or made accessible to increased user numbers where there are Aboriginal heritage sites nearby. An increase in visitation may result in sites being accessed and impacted through erosion, graffiti and so on. This may not need to be articulated in the strategic plan, but internal procedures should be reviewed periodically (e.g. ensuring staff have done the AHO training, are using AHO checklists for Aboriginal heritage planning, are aware of the latest Aboriginal heritage reports). Former Waverton Bowling Club (p33) - Care needs to be taken during the planning process where new areas are opened up or made accessible to increased user numbers where there are Aboriginal heritage sites nearby. An increase in visitation may result in sites being accessed and impacted through erosion, graffiti and so on. This may not need to be articulated in the strategic plan, but internal procedures should be reviewed periodically (e.g. ensuring staff have done the AHO training, are using AHO checklists for Aboriginal heritage planning, are aware of the latest Aboriginal heritage reports). <p>6. Appendix 2: Indicators Social Indicators (p34) No. Aboriginal cultural heritage sites - 81 (2021). The AHO is updating the 2011 Aboriginal site Management Plan the Aboriginal sites information for the North Sydney LGA. The previous and updated report needs to be accessible to the appropriate departments and staff. This may not need to be articulated in the strategic plan, but internal procedures should be reviewed periodically (e.g. ensuring staff have done the AHO training, are using AHO checklists for Aboriginal heritage planning, are aware of the latest Aboriginal heritage reports).</p>		
30	Bicycle NSW	<p>Thank you for the opportunity to provide feedback on the draft CSP for North Sydney. Bicycle NSW has been the peak bicycle advocacy group in NSW for over forty-five years, and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes that incorporate dedicated paths within both green corridors and the road environment, to provide connections to jobs, schools and services for daily transport and recreation trips. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.</p>	<p>While cycling/cycling infrastructure remains a high priority, a deliberate decision was made to consolidate a number of the Outcomes and Strategies within the plan (compared to 2018), in part to reduce its overall length. In doing so many former Outcomes and Strategies have been consolidated. This does not diminish however, the importance of cycling/cycling infrastructure which is an inherent part of sustainability and health and wellbeing, and crosses over all Directions (however, is specially assigned to Direction 2, as from an internal perspective the lead responsibility is Council's Traffic &</p>	2e

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>Although we support the overall vision and objectives of the draft CSP, Bicycle NSW is concerned about the lack of specific goals for new cycling infrastructure.</p> <p>The 2018 CSP identified that improved walking and cycling connections are a key priority for the community. Feedback from the community consistently indicates that many more people would walk and cycle when safer, more convenient and more attractive routes are available. During the engagement process for the review of the 2018 CSP in late 2021, 64% of respondents felt that 'supporting sustainable transport' was of highest priority. Cycling and public transport demand is growing at a significantly higher rate than private vehicle travel demand in North Sydney and the provision of associated infrastructure should be front-and-centre of all strategic planning documents.</p> <p>It is important to point out that high-quality cycling and walking facilities would contribute to all five directions set out in the new draft CSP:</p> <p>Direction 1 - investment in bike riding infrastructure is critical to support an active lifestyle for residents and visitors.</p> <p>Direction 2 - sets out that North Sydney's "infrastructure follows sustainable design principles and meets the needs of our growing population. Our community prioritises walking, cycling and public transport and people of all ages are comfortable riding in the area."</p> <p>Direction 3 - cycling can deliver sustainable tourism activity, strengthen the North Sydney CBD's competitiveness and identity, and improve urban amenity, liveability and public domain as projects to reallocate space for cycling can transform streetscapes.</p> <p>Direction 4 - cycling connects communities, encourages healthy happy lifestyles and provides transport resilience. Active transport infrastructure also supports the use of prams and mobility devices to allow equitable access to urban amenities.</p> <p>Direction 5 - Council will aim to meet the aspirations of the community. The community has shown over and over that better active transport infrastructure is a huge priority.</p>	<p>Transport Operations Department. This is a structural requirement as to how the projects and services at the Delivery Program/Operational Plan support the CSP (i.e. alignment to the organisational structure).</p> <p>Furthermore, regarding reconfiguration of streets to provide more space for walking and cycling does not only achieve transport objectives - is already Council's practice. Recent cycling projects have been part of a combined approach to cycling, cycling and streetscape upgrades.</p> <p>Adding numerical targets to Indicators (within Appendix 2) is not supported; this is consistent across the indicator suite regarding targets, as previous actual data not available for all and movement compared to previous actual (where known) will provide sufficient indication whether the North Sydney LGA is moving towards the overarching vision.</p> <p><i>The Delivery Program/Operational Plan & Budget 2022/23</i> identify specific <i>Integrated Cycling Strategy</i> projects for delivery under Strategy 2.3.3 Provide a connected walking and cycling network for people of all ages and abilities. These are:</p> <ul style="list-style-type: none"> • 2.3.3.02 Implement the Priority Route 2 - Active Transport at Young Street • 2.3.3.03 Implement the Priority Route 3 - Active Transport pedestrian/cycleway program <p>Council will work towards delivering these actions within the specified timeframes.</p> <p>Review of the <i>North Sydney Integrated Cycling Strategy</i> (2014) is also included as a project within the <i>Delivery Program/Operational Plan</i> and will include an assessment of priority routes and consideration of targets feasible for North Sydney to achieve. Infrastructure delivery and cycling rate targets will be considered and identification of these targets would likely be based on benchmarking against other relevant councils and setting targets that are appropriately achievable and</p>	<p>2b</p> <p>2e</p>

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>It is good to see that strategies under Direction 2 include:</p> <ul style="list-style-type: none"> • incentivise use of sustainable and innovative public transport • provide infrastructure to support sustainable, innovative and active transport • provide a connected walking and cycling network for people of all ages and abilities <p>However, there are no numerical target for mode shift or the delivery of active transport infrastructure and none of the 'transformative projects' relate to the cycling network.</p> <p>Concerns: There are currently nearly 79,100 residents in the North Sydney LGA and the population is expected to grow by 14% to around 89,900 by 2041, placing increasing demands on an already stressed transport network. The roads are jammed with cars and buses are overflowing.</p> <p>North Sydney is a collection of vibrant '15-minute neighbourhoods' where all daily destinations could be accessed by an easy walk or bike ride. The built form is compact and population density is very high at 64.0 people/hectare, compared to 3.9 people/hectare across Greater Sydney. This is reflected in a higher-than-average proportion of trips by walking and cycling (12% of journeys to work, compared with 4.8% for metropolitan Sydney) and lower car ownership 1.2 per household (1.7 for Greater Sydney). Despite this, far too much of road network is dedicated to the movement and storage of private vehicles, creating a hostile environment for people walking and cycling, with dangerous intersections, narrow footpaths, fast-moving noisy traffic and long distances between crossings. North Sydney remains a very difficult area to traverse safely by bicycle. Bike North, a large and active Bicycle User Group, has worked hard over many years to advocate for better conditions for active travel. While some improvements have been made, the Council has failed to prioritise safe infrastructure for walking and cycling.</p> <p>North Sydney Council, like many other neighbouring councils, has a long history of acknowledging the importance of sustainable transport in its policies and strategies. Unfortunately, this Council has not managed to deliver on these aspirations and North Sydney remains a black hole for safe cycling from the Sydney Harbour Bridge to the borders of Willoughby and Lane Cove. The priority routes (Figure 1) promised by the <i>North Sydney Integrated Cycling Strategy</i> (2014) are mostly still lines on the map. Some effort has been made</p>	<p>ambitious.</p> <p>This review would incorporate the Strategic Cycleway Corridor for the Eastern Harbour City, the proposal regarding networks aimed at children and other existing policies and programs, and In due course, Council will advise Bicycle North and other the wider community of opportunity to get involved in this project.</p> <p>Regarding infrastructure treatments and policies. Council is currently aligning cycleway infrastructure with the typologies outlined in TfNSW <i>Cycleway Design Toolbox</i>, where possible. The North Sydney LGA presents a range of unique challenges such as historical design of roads and steep topography. Council takes pride in the delivery of infrastructure in very challenging contexts, such as the Bent Street cycleway, Neutral Bay. We will continue to make these bold and measured moves for cyclists, where possible, in the future.</p> <p>TfNSW has recently shifted priorities towards walking and cycling, and has supported separated cycle infrastructure rather than shared paths, which will guide councils around NSW and shift preferences towards off-road infrastructure in order to secure funding opportunities.</p> <p>Speed limits have also recently come into focus, particularly reducing speeds to 30km/hr on local streets, as you mentioned occurring in Spain and UK, and now in Germany. Setting speed limits is generally done in conjunction with TfNSW, and whole of network speed reductions is something that would need to be considered at the State level. Council would consider any proposal from TfNSW to do so.</p> <p>Pop-up Infrastructure could also play an important role in delivering infrastructure and will be considered in future cycling infrastructure delivery.</p> <p>Regarding Education and Programs - Council currently has a range of programs and events aimed at supporting cycling. We fund free bike check-in and tune-up and have previously held</p>	

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>to provide a safe and comfortable route to the Mosman border. The protected bike path on Merlin, Ernest, Park, Sutherland and Young Streets is a great facility but it remains unconnected to North Sydney CBD and is therefore underutilised.</p> <p>The recently released draft <i>Operational Plan & Budget 2022/23</i> details the projects and services that Council will undertake in the first year of the draft <i>Delivery Program 2022-2026</i> to contribute to the achievement of the outcomes and strategies defined in the North Sydney CSP. Unfortunately, the Council's commitments offer no more bike infrastructure than previous iterations of the budget. Why is there no mention of the West Street separated bicycle path which should be ready for exhibition and progression to the next stage? Why no mention of working together with Transport for NSW for a bike path along the Pacific Highway?</p> <p>Appendix 2 of the draft CSP lists indicators that will help measure progress. The indicators hint at Council's desire to increase the proportion of residents and workers travelling to work using public or active transport, reduce the number of cars registered, increase the car share memberships and increase the number of residents satisfied with walking and cycling paths (from 52% in 2020). However, there no numerical targets to be achieved within the timeframe of Vision 2040.</p> <p>Opportunities: Bicycle NSW recognises that the historic urban fabric, enhanced by steep topography and waterways but severed by major road and rail lines that bring heavy through traffic, complicates the delivery of cycling infrastructure. Although faced with similar constraints, the City of Sydney has rolled out some fantastic new separated bicycle paths in recent years. The residents of North Sydney now see and use best practice infrastructure as part of their daily trips and the call for improved facilities north of the Harbour Bridge gets louder. It is hoped that the new generation of North Sydney Councillors and staff, who understand how active travel can decarbonise transport, improve public health and ensure future liveability, will supercharge the roll-out of safe, protected active transport infrastructure.</p> <p>There has never been a better time to build infrastructure for bike riding and active transport. As the new Minister for Infrastructure, Cities and Active Transport, Rob Stokes MP, set out in a recent speech, walking and cycling projects that stitch the suburbs together and enable people of all ages and</p>	<p>highly visible and well attended Bike Week events. We have also held cycling events aimed at encouraging young people to ride. Education and program delivery can be offered in a variety of different ways, and we are open to considering ideas for future projects.</p> <p>Regarding West Street and Pacific Highway - We understand that there has been considerable confusion and change in relation to these two projects. The West Street cycleway is a part of Priority Route 1 and further information regarding this project will become available in the coming months. Council continues to work with TfNSW regarding the Pacific Highway Cycleway. No decision has been made regarding this project and we will continue to advocate for an option that balances walking, cycling, public transport, and vehicles on a major arterial road.</p> <p>Regarding Car Share - Council currently has a car share policy and works with GoGet and Popcar to reserve parking for car share purposes. The community is provided opportunity to comment on each proposed location and the North Sydney Traffic comment assesses each application. Car share is a key piece in encouraging sustainable transport in the North Sydney LGA, and the policy and further information is available on the North Sydney website.</p>	

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>abilities to get around without a car can be more sustainable than megaprojects. He stressed that the NSW Government will focus on completing missing links in the active transport network. Such smaller projects have big benefits, and not only for reducing pollution and congestion. Active mobility improves public health, activates high streets, helps build social connections and addresses inequality....</p> <p>The latest, and most exciting, document to be published by Transport for NSW under the direction of Minister Stokes is the Eastern Harbour City Strategic Cycleway Corridors. 30 strategic corridors have been identified for eastern Sydney, making up approximately 250 km of cycle network. The corridors will connect key centres and major points of interest. Exact routes will be subject to detailed design and collaboration with councils and the community. The corridors will form the backbone of the Principal Bicycle Network.</p> <p>The Eastern Harbour City was the first of the six cities of the newly-defined sandstone megaregion to receive a cycleway corridors plan in April 2022; the other cities will follow by the middle of 2023.</p> <p>Five 'immediate opportunities' have been identified that can be progressed quickly to fill important gaps in the network and enable more people to ride safely for everyday trips. The North Sydney Connection, linking the Milsons Point, North Sydney CBD and St Leonards to support forecast growth to the Sydney Harbour Bridge, is listed as one of these top five priorities for the NSW Government.</p> <p>Major infrastructure projects are underway in North Sydney and it is essential that the Council leverages maximum benefit from the upheaval and devastation caused by road and tunnel construction. The Warringah Freeway Upgrade project is required to review active transport infrastructure within at least 500m of the Warringah Freeway corridor in consultation with the councils, Bicycle NSW and Bike North. Capacity constraints or missing links will be identified, reported to the Planning Secretary for approval and implemented as part of the construction contract. The Western Harbour Tunnel will offer similar opportunities to ensure that active transport links are provided.</p> <p>Finally, the north ramp to the Harbour Bridge cycleway is undergoing detailed design. Transport for NSW has committed to the project and forecasts a steep</p>		

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>rise in ridership in the North Sydney area, including many bike riders of all ages and abilities who have long been excluded from crossing the Harbour Bridge. It will be more important than ever to provide safe cycling infrastructure across the LGA to meet the needs of all the workers, visitors and residents travelling by bike.</p> <p>Suggestions for Vision 2040:</p> <p>Include a complete and coherent bicycle network as a 'transformational project' - The existing <i>Integrated Cycling Strategy</i> identifies a series of priority routes that should be the focus of Council's attention. The West Street protected bicycle path is shovel-ready; options to reach St Leonards, Naremburn and Willoughby have been explored many times over the years; the route through St Leonards Park and across Falcon Street desperately needs attention; and connections to Neutral Bay and Mosman still involve dangerous mixed traffic conditions. These main routes then need to be connected to every home, school and workplace via filtered low-speed, low-traffic local streets that prioritise people walking and riding.</p> <p>Reconfigure the Pacific Highway as an urban boulevard with separated bicycle paths - The North Sydney Connection is a priority route identified in the Eastern Harbour City Strategic Cycleway Corridors. The NSW Government has a mandate to deliver a wide, safe and comfortable bicycle path between the Harbour Bridge ramp and St Leonards. Several possible routes could be investigated for the North Sydney Connection but a protected bicycle path within the road environment on the Pacific Highway is the preferred solution. Reallocating road space for dedicated cycling infrastructure, wider footpaths and more trees would not only provide the most direct, level and useful cycling route; it would also deliver a vastly better urban environment that will allow North Sydney to thrive in the future...</p> <p>Include targets for new infrastructure and cycling mode share - Vague indicators to increase active and public transport mode share are not enough. As population grows, a substantial reduction in vehicle trips per person will be needed to ensure that North Sydney remains liveable. Please research best-practice mode shift ambitions from comparable urban area across Australia and overseas and set numerical targets to work towards. The expansion of active transport infrastructure should also be set against a target for new kilometres delivered so that Council can work with a clear mandate from the community and report on progress.</p>		

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>General recommendations:</p> <p>Ensure bike riders are fully separated from vehicles and pedestrians on most streets - According to the best practice 'cycling segmentation' model, developed in Portland USA to identify the type and needs of existing and potential bike riders, separated bicycle paths will allow 70% of local residents to consider journeys by bike.</p> <p>The Bicycle NSW <i>Build it for Everyone</i> policy pillar sets a standard that bicycle infrastructure should be fit for eight year old children or elders to ride on. Door zone bike lanes, bike stencils on the road and dangerous intersections will continue to deter the 48% of people who are 'interested but concerned', from making the switch to bike riding.</p> <p>Bicycle NSW does not generally support shared paths in the road-related environment - There are several reasons why shared paths are not appropriate for important and well-used sections of a cycling network. These include conflict between people walking and cycling, which will get worse as population and active travel increase; the loss of verges, vegetation and, in some instances, mature trees; the uncomfortable pinch points caused by bus stops, power poles and retained trees; and constant interruptions when crossing side streets where vehicles effectively have priority. Importantly, no attempt is made to change the dial on car use when bicycles are squeezed into pedestrian spaces. By leaving the road between the kerbs as the unchallenged domain of private cars, with wide vehicle lanes and ample parking, car travel is encouraged, unsafe speeds are common and the modal shift needed to meet climate, health and liveability imperatives may not occur.</p> <p>Segregated bi-directional bicycle paths have many benefits over shared paths:</p> <ul style="list-style-type: none"> • people riding bikes are separated from pedestrians and vehicles, reducing conflict. • street trees and green verges are not impacted. • the narrower vehicle lanes will slow traffic, reducing noise and improving safety for all road users. • additional asphalt is required, reducing issues with urban heat and stormwater. • sufficient space is created to enable a significant modal shift to active transport. 		

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<ul style="list-style-type: none"> new landscaping and important pedestrian safety features such as kerb extensions can be incorporated into the buffers and the parking lanes. the cycle paths can be prioritised over driveways and minor road intersections. motorists exiting driveways have a better sightline to approaching cyclists, improving safety. dedicated bicycle paths are proven to entice new riders of all ages and abilities <p>North Sydney Council must continue brave discussions with Transport for NSW and the community about reallocating road space from private cars to reflect the priorities set out in the Road User Space Allocation Policy and Council's own policies...</p> <p>It is also recognised that a small percentage of 'strong and fearless' bike riders prefer the direct routes offered by busier roads and are comfortable in traffic. Cycling can be made safer on these roads with reduced speed limits, forward stop lines at intersections, head start green lights, and regular maintenance to ensure smooth surfaces.</p> <ul style="list-style-type: none"> Be strong about removing on-street parking - Removal of street parking will be necessary in places to create safe raised crossings, wide shared paths and separated bicycle paths. Council must be strong when faced with resident opposition. On-street parking is fundamentally the storage of private property in the public domain. It makes driving easier and generates car trips. When on-street parking is prioritised over safe cycling, active transport for the whole community suffers. <p>It is getting easier and easier to access a car for trips that are too awkward by public or active transport. Car sharing and ride hailing are slowly chipping away at the one-person, one-car mentality that Australians are accustomed to after 60 years of car-centric planning. In 2016, 17.3% of North Sydney households had no car and this figure can be expected to increase. In 2019, membership of local car share schemes grew by 20%, showing a huge appetite for new models of vehicle use.</p> <p>Studies show that parking spaces in commercial areas are less significant for customers than many businesses expect, with owners overestimating the proportion of customers arriving by car by a factor of 3xxiii. Visitors themselves overwhelmingly prefer widened footpaths, even if it means sacrificing some</p>		

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>parking spaces. Cyclists and pedestrians are better customers, spending over twice as much time in the area and 40% more money per month than people driving. A report from London showed that improvements to the public realm to enable safer walking and cycling lead to a 30% increase in trade.</p> <p>A parking survey can be useful to determine precise usage patterns for on-street parking. With accurate data to reflect on, the community may find it easier to accept the loss of parking to allow the installation of a best-practice bicycle path which benefits the wider community.</p> <ul style="list-style-type: none"> ● Ensure that new cycle infrastructure is inclusive - All types of bikes should be accommodated by the cycling infrastructure, including cargo bikes and tricycles. Again, the width of the paths is critical and it is important to consider turning radius, dropped kerbs, ramps and the design of modal filters to ensure that non-standard bikes not excluded from the network. Cargo bikes will increasingly be used for deliveries and have huge potential to play a key role in a sustainable transport system. Non-standard bikes such as hand-cycles, recumbents and wheelchair bikes offer disabled people independent mobility but are a rare sight on urban streets due to barriers caused by poor urban design. Any measures enabling cycling by disabled people will support a growth in cycling by novice cyclists, children and older people, and improve conditions for those using mobility scooters. ● Prioritise pedestrians and cyclists at all intersections - Traffic light phasing and sensors must favour active modes to encourage more people to walk and cycle. In line with the Road User Space Allocation Policy and other State and Council strategies, small delays to vehicle traffic should never prevent the delivery of safer, more efficient and more attractive active transport infrastructure. Pedestrian and bicycle level of service should be optimised with the following features: <ul style="list-style-type: none"> - Instant green on demand for pedestrians and bicycles at mid-block crossings, with induction loop detectors for bicycles/wheelchairs/mobility scooters and fully accessible push buttons. - Longer crossing times so that pedestrians of all ages and abilities have time to cross safely and without stress. - Automatic green for pedestrians/bicycles at all signalised intersections so there is no need to press a 'beg button' - Raised crossings at unsignalised intersections will slow cars and improve safety. 		

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>- Bicycle paths must continue across the raised and signalised crossings so people riding bikes are not required to dismount.</p> <ul style="list-style-type: none"> Reduce speed limits to 30km/h on all local streets - Residential streets form a critical part of any active travel network, connecting homes to safe cycle routes. 30 km/h speed limit reduce the need for bicycle infrastructure on local residential roads. 30 km/h has been shown as an optimal speed limit to allow people driving and cycling to share the road safely and is becoming a standard speed limit in many parts of the world. All single lane roads in Spain have been under a 30km/h limit since May 2021 and 30% of UK residents live in 20mph areas. The design speed of the roads and intersections needs to match the posted speed limits, and discourage travelling and turning too fast. Appropriate traffic calming with visual and physical cues are required to slow drivers down. Lower speed limits are an important building block for Vision Zero, an approach to road safety that was launched in Sweden in 1994 with the simple premise that no loss of life is acceptable. The Vision Zero approach has been highly successful and has spread to many other countries. The key policies include prioritizing low urban speed limits, pedestrian zones, physical separation between bicycle and car traffic, data-based traffic enforcement and behaviour-change education. Use temporary materials to demonstrate best-practice infrastructure - Bicycle NSW suggests that North Sydney Council uses pop-up methods to trial separated cycle paths. Moveable lane barriers can be installed quickly to create stretches of protected path) and demonstrate how unfamiliar cycle infrastructure fits into the street. Ridership can be observed over several months using electronic counters to monitor use, and issues with parking and buses can be resolved before permanent infrastructure is constructed. Many councils, including Randwick, Parramatta and City of Sydney, demonstrated the demand for safe cycling using the pop-up bicycle paths established as a COVID response. Permanent changes to kerbs, parking and landscaping can then be made when funds allow. Maintain a focus on the important details of the cycle network It is the detailed design of cycle routes, end of trip facilities, wayfinding and education that will encourage the uptake of cycling and reduce dependence on private vehicles. Integration of the route with train stations and bus stops is essential to ensure easy access by bike and foot. All public transport journeys start and finish with 		

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>a walk or cycle. Providing high-quality, safe conditions for active travel to bus routes will break down the first/last mile barrier which can inhibit take-up of public transport.</p> <p>Parking and other end of trip facilities should be provided at journey end locations to further support riders and encourage participation. Future iterations of the <i>North Sydney DCP</i> must ensure that sufficient cycling parking is provided in future developments, including facilities for charging e-bikes.</p> <p>The cycle routes must aim to be delightful, lined with trees to provide shade, and peppered with benches, water fountains, and bike racks. Artworks and memories of indigenous and colonial heritage can be incorporated to emphasise the sense of place and reflect the character of the locality.</p> <p>Wayfinding supports visitors by clearly articulating and communicating the most efficient and safest route. Signage style for wayfinding should be consistent throughout the LGA and reflect the diversity of the community...</p> <p>Finally, education, information and events to promote walking and bike riding as a form of transport are an important part of any plan to increase participation in active travel.</p> <p>Conclusion: A commitment to new active transport infrastructure will deliver innumerable benefits to the residents and workers of North Sydney. Improved walking and cycling paths will contribute to connected and liveable communities, increase resilience to climate change and reduce carbon emissions. Creating safe and attractive routes to workplaces, schools, reserves and recreation facilities will foster healthy lifestyles and ensure equitable access to economic opportunities for people of all ages, incomes and abilities.</p> <p>Bicycle NSW looks forward to working with North Sydney Council to progress the delivery of its integrated cycle network. Please reach out with any questions or help needed. If requested, we would be delighted to assist with advocating for new bicycle infrastructure through our connections with politicians, Transport for NSW and neighbouring metropolitan councils.</p>		
31	Wollstonecraft Precinct Committee	<p>Current timing of release of these documents therefore makes community engagement more of a “ticking the box exercise” because it is unlikely that anything significant that the community says will find its way into a recommendation for the June meeting of Council and be resolved in time to meet that deadline. Feedback is currently analysed by management and summarised with a report that is available to Councillors only 4 days prior to the June meeting for approval, usually with notation that feedback has not necessitated any significant change or by adding minor amendments to the</p>	<p>Compliment regarding the plan noted.</p> <p>1. Feedback regarding preparation time/opportunity for stakeholder feedback will be taken into consideration for preparing the work plan for the next iteration of IP&R Plans (2024/25), including methods to better involve community discussion about prioritisation of Council funding.</p>	2b

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>plans that do not change the direction or impact.</p> <p>Precinct suggests that future timing for release of these planning documents be amended so that there can be timely and meaningful input from the community. It is also suggested that community briefings be provided, the same as provided to Councillors, even at the same time, ahead of the plan finalisation for release to the community.</p> <p>The CSP, covering such a long vision of 20 years could easily be produced and released early in the third quarter of the financial calendar, thereby allowing time to get it right before the detailed Draft Delivery Program and Budgets are produced.</p> <p>The Draft CSP as produced is obviously the result of a lot of hard work by management and councillors who are to be congratulated on the outcome.</p> <p>Precinct comments on Key Challenges for North Sydney some of which are outlined on p23 which cover: Growing Population; Housing Affordability; COVID Pandemic; Equitable Access to Open Space and Recreation; Climate Change; Moving Around and Financial Sustainability.</p> <p>Several significant key challenges that are not mentioned but understood, are grouped in the interrelationship with the NSW government which despite its imposition on councils of the planning regime, has demonstrated its own failure to abide by strategic planning and delivery planning process by imposing mandated new requirements that will (and have in the past) significantly strained the human and financial resources of Council and its ability to achieve its vision. These include:</p> <ol style="list-style-type: none"> 1. In about 2016 the NSW Government mandated a significant increase in office space in the CBD that Council must plan for. A comprehensive planning study was performed, exhibited, and the LEP amended accordingly. Only recently Council found it necessary to amend that part of the LEP to restrict overdevelopment that was occurring as result of the previously amended LEP. This imposition is having a significant adverse impact on the CBD or Civic Centre and Council having to fight against development that doesn't align with the outcomes that are enshrined in these planning documents. One example was seen in the process that led to the government approval of the OSD above the Victoria Cross metro station which took away 	<ol style="list-style-type: none"> 2. The current short timeframe to prepare the new plans was acknowledged at the time of adopting the <i>Engagement Strategy</i> (September 2021); no extension was allowed by the NSW Office of Local Government (must prepare by 30 June). Deferral of the local government election reduced the usual CSP 9-month preparation period. With the election being held in December 2021, and councillor induction concluding in the New Year, sincere effort was made to draw from numerous recent stakeholder engagements and maximise budget allocation within available resources. 3. The <i>St Leonards Cows Nest 2036 Plan</i> include a "Section 7.1 Ministerial Direction" which requiring future rezonings to be consistent with that Plan. 4. Hume Street Park is already included (budget aside) as a transformational project and Holtermann Street Carpark redevelopment has commitment from the NSW Government. Funding sources do not need to be explicitly stated within the CSP. Such is committed under the respective project partners plans. <i>The Precinct Committee's feedback regarding Hume Street Park, Willoughby Road upgrade, and Holtermann Street Park to be considered in context of the Delivery Program/Operational Plan.</i> 5. The Miller Place design initiative is part of a holistic approach to the management of the transport network in and around the North Sydney CBD. Council does not have ultimate control over these decisions but is actively involved in the collaboration with State agencies. Berry Street is clearly identified in Council's various strategic planning documents (<i>CBD Transport Masterplan</i> and <i>CBD Public Domain Strategy</i>) as a priority. 6. Whilst this is Council's corporate plan, it is also a community plan, and as such strives for balance where there are mixed stakeholder views. The CSP includes two strategies aimed to mitigate/derive maximum community benefits to in response to the WHT - 1.4.5 is about advocacy against negative impacts 	<p>2a</p> <p>2g</p> <p>2b</p> <p>2b</p> <p>2e</p>

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>valuable community space in the sunniest part of the CBD.</p> <p>2. In August 2020, the final St Leonards 2036 Plan as gazetted, delivered an unexpected serious blow to the planning for that precinct by increasing without proper consultation, height limits on 21 sites across the plan and substantially reduced its financial support of open green space in the plan area. This action by the NSW Government has guaranteed that the 20-year vision for <i>Equitable Access to Open Space & Recreation and Moving Around</i> will fail unless there is a significant change by government to amend the heights of buildings and also to provide financial support for more open green space. Precinct recommends the Plan should be amended to note that the height limits mentioned above have added to the strain on infrastructure which will lead to over development and will reduce the liveability of Crows Nest St Leonards because of overshadowing and loss of amenity. This would align with Council's resolution at its meeting in November 2020 part of which states: "Council writes urgently to the Minister for Planning (copied to the relevant State and Federal local MPs) seeking immediate amendments to the final adopted 2036 Plan to return the maximum heights which were increased following community consultation and exhibition of the Draft 2036 Plan to the exhibited heights."</p> <p>3. On p29, one of the transformational projects "New Open Space for Crows Nest/St Leonards" reads like an endorsement of the government's plan. Precinct recommends this should be amended to record that it will fail unless the NSW government provides the financial support to complete the Hume St Park stage 3 visionary project. Without that or similar action, the St Leonards Crows Nest plan area will have 18% less open space in 2036 (measured as hectares/1,000 population) than existed in 2018 when the draft green plan was last updated by government. How can we let this serious mismanagement by the NSW government go unnoticed or challenged without mention somewhere in this most important strategic plan?</p> <p>4. The WHT project as planned will turn Berry Street into a four-lane traffic jam. There has been dialogue for more than twelve months between Council and Transport for NSW that suggests Berry Street will be saved from this potential disaster, but nothing is mentioned in the Plan. This omission is surprising because it will let the government "off the hook" if the plan they have in the approved WHT project is allowed to proceed. In the list of Transformational Projects (p29),</p>	<p>on the natural environment of imposed infrastructure and 2.4.3 is aimed at integration of major transport infrastructure into the built environment. Also, within the Delivery Program, Council has included two projects regarding Cammeray Park (1.4.5.01 and 1.4.1.21).</p> <p>7. Council has made a strong submission to the NSW Government discussion paper titled "A New Approach to Rezoning". Many councils have expressed similar sentiments to those provided by North Sydney Council. The CSP, however, is a high level document that provides the platform for these types of submissions to be made to other agencies like the NSW Department of Planning and Environment. Direction 5 provides this framework to make robust submissions and express contrary opinions with other government agencies.</p>	2g

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>Miller Place gets a mention, but Berry Street is by exclusion, a lost cause. Precinct recommends this list should be amended to include Berry Street as a stand-alone transformational project and to align with the resolution of Council at its meeting on 24 January 2022 which states: "Council reinstate its strong opposition to the WHT/NBL projects due to the devastating impacts of the proposed projects on the North Sydney LGA and the absence of any public benefit to be gained from the projects and for the following reasons" one of which is: "j. the substantial increase in traffic flows through arterial and surface roads in the North Sydney CBD, including Berry Street and Miller Place, and LGA more generally.</p> <p>5. The potential for permanent loss of 1.5 hectares of open green space in Cammeray is another example of government not adhering to its own strategic planning for open green space. Council has resolved to challenge Transport for NSW on the undergrounding of the support facilities building for the WHT and Precinct fully supports that action. Precinct recommends that Council includes a statement in the Plan to that effect as a condition of achieving (or in this case retaining) existing open green space and to align with the resolution of Council at its meeting on 24 January 2022 which states: "Council reinstate its strong opposition to the WHTBL projects due to the devastating impacts of the proposed projects on the North Sydney LGA and the absence of any public benefit to be gained from the projects and for the following reasons: one of which is: "e. significant and devastating loss of public open space and future open space, loss of sporting facilities, loss of trees and canopy, loss of stormwater harvesting and water treatment infrastructure.</p> <p>6. Recently, the Government has announced its intention to change the way in which rezonings will be treated and has also proposed changes to the way in which infrastructure levies will be collected and distributed. Each of these would cause catastrophic outcomes for Council and the community. Precinct recommends that mention be made in the Plan so that it is clear government pays for a large part in the outcomes or it changes thinking on these two plans.</p> <p>These examples demonstrate the need for Council to be firm with government in the early planning stages so that the NSW Government recognises its need to also have a 20-year vision rather than imposing new initiatives without proper consideration of its imposed planning regime on councils. At the moment it is "do as I say - not as I do".</p>		

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
32	Northern Sydney Local Area Health District, NSW Health	<p>Thank you for the opportunity to comment on the draft CSP. Northern Sydney Local Health District (NSLHD) Population Health Promotion has an active interest in ensuring that the built environment has an overall positive impact on the health and wellbeing of individuals and the wider community. The CSP is an ideal opportunity to include health considerations which support people to lead active and healthy lifestyles. We refer to our letter to Council on 1st December 2021 which included detailed advice on addressing health and liveability in the CSP. We are pleased to see this advice reflected in parts of the draft and would be interested in feedback from Council to know if this information was indeed helpful. Please feel free to contact us via the email address provided below.</p> <p>We congratulate Council on the development of a comprehensive draft CSP which seeks to improve the health of its residents. For this submission, we have developed tailored feedback on specific features of the draft CSP which could be enhanced and for Council's consideration.</p> <ol style="list-style-type: none"> Amend Direction 4 blurb (p9 and p16) to Our community enjoys a healthy and active lifestyle, improved well-being and safety, and a life free from crime. Amend Strategy 1.4.2 (p10) to Provide infrastructure to encourage and support participation in physical activity and recreation for all Amend Strategy 1.4.4 (p10) to Advocate for new visionary and quality open and green spaces Amend Direction 2 blurb (p8 and p12) to North Sydney's public spaces and village centres retain their unique character and provide vibrant, healthy, and safe places for the community to gather and connect... Amended Strategy 2.1.2 (p12) to Promote healthy placemaking, resilience, and plan for and respond to large scale emergencies Amend Strategy 2.1.3 (p12) to Advocate for a healthy built environment and increase community access to public and private infrastructure Amend Outcome 3.1 (p12) to Our commercial centres are prosperous, healthy and vibrant Add new Strategy under 3.1 (p12) - Facilitate access to supermarkets, green grocers, markets, and healthy food outlets Amend Our Key Challenges section (p23) re <i>Climate Change - Numerous natural and human challenges confront North Sydney...</i> to: Numerous planetary health challenges confront North Sydney... Comment: Planetary health is a term used to describe how human 	<p>Some recommendations are supported as amendments to the plan, while others are not as indicated below:</p> <ol style="list-style-type: none"> Direction 2 blurb amended as suggested Strategy 1.4.2 amended as suggested Strategy 4.4.4 amended as suggested Direction 4 blurb to be changed to include "Our community enjoys a healthy and active lifestyle, improved well-being and safety, and a life free from violence and crime - Supported Strategy 2.1.2 not amended as "healthy" is a subset of placemaking Strategy 2.1.3 not amended as "healthy" is a subset of built environment Outcome 3.1 amendment not supported Additional Strategy re healthy food not supported Amendment made to Our Key Challenges re 'planetary health' Additional Indicators included except b) re % of dwellings within 1km of a supermarket; bring total number of indicators from 67 to 70. 	<p>1d 1d 1d 1d 2e 2e 2e 2e 1e 1e</p>

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>health is inextricably linked to the health of the planet and our natural environments. NSLHD's Planetary Health Framework outlines the actions NSLHD is taking to tackle the impacts of climate change.</p> <p>10. Recommend - include additional indicators to measure progress of specific Strategies as follows:</p> <p>a) % of dwellings within 400m or less distance of a neighbourhood recreation park (.0.5ha), aligns to Outcome 1.4, ENV, previous actual 70.9% (2018) and target = increase</p> <p>b) % of dwellings within 400m of public transport within regular 30 minute weekday service (7am-7pm), aligns to Outcome 2.3, SOC, previous actual 86.2% (2018) and target = increase</p> <p>c) % of dwellings within 1km of a supermarket, aligns to Outcome 3.1, SOC, previous actual 87.3% (2018) and target = increase¹</p> <p>d) % of adults in NSLHD consuming the recommended daily intake of vegetables, aligns to Outcomes 3.1 and 4.1, SOC, previous actual 8.2% (2020) and target = increase²</p> <p>We appreciate the opportunity to provide comment on the draft CSP2040. We look forward to continuing our work with Council to support projects that benefit the health, wellbeing and engagement of the community.</p>		
33	Wentworth Housing	<p>Link Wentworth would be interested in providing ongoing support and advice going forward to enable Council to deliver the most effective CSP for the residents of North Sydney. Please find below our overall comments on the CSP:</p> <p>Housing Affordability - is listed as a key challenge for the North Sydney LGA on page 23 and a component of outcome 4.1 "<i>North Sydney is connected, inclusive healthy and safe</i>" is a commitment to reduce housing stress and homelessness particularly for vulnerable people and communities at risk. It is encouraging that Council have adopted a commitment in this space, which is particularly critical as housing and rental prices in the LGA are considerably higher compared to median rents and sales across Greater Sydney.</p> <p>This is in line with the current housing crisis across Greater Sydney and Australia, with rapidly rising rental and housing prices pushing people into housing stress and homelessness whilst putting home ownership out of reach for young people. Council's <i>Local Housing Strategy</i> identifies a total of 1,908</p>	<p>Housing affordability/support is covered by two Outcomes (3.3.3 and 4.1.2) and the Strategies that sit beneath are considered explicit enough for the high-level nature of this plan; action will occur at the supporting plan level.</p> <p>An action within Council's <i>Local Housing Strategy (2020)</i> is preparation of an Affordable Housing Contributions Scheme, in which Voluntary Planning Agreements (VPAs) will include a component for affordable housing. Development content is also still current for the Parraween Street Carpark redevelopment (however this project is currently unfunded by Council). It should also be noted that affordable housing units are routinely included in some of Council's negotiated VPAs.</p> <p>Not supported as amendment to CSP.</p>	2b

¹ Source for a) to c): Australian Urban Observatory (2018) <https://auo.org.au/> NSLHD has a paid subscription to AUO and provide the data upon report (for reposing purposes - all figures are specific to North Sydney LGA)

² Source: HealthStats NSW, NSW Ministry of Health [HealthStats NSW](https://www.healthstats.nsw.gov.au/)

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>very low income and low-income households experiencing rental stress and that all key workers living in North Sydney are assumed to be experiencing rental stress considering the average key worker salaries and median rents in the LGA. It is also relevant that in areas where housing is more expensive, many people who work in the area are pushed out to seek out more affordable housing, leading to loss of residents, particularly young people who grow up in the area but can't continue to afford rents.</p> <p>There are currently 736 applicants on the waitlist for social housing CS05 allocation zone which encapsulates the LGA, with the following expected waiting times for general applicants.</p> <p>The current situation outlined indicates a need for a coordinated, whole-of-government response to tackling the significant housing affordability crisis in the North Sydney LGA. Although lesser than the NSW Government, Council has a key role to play in ensuring the housing needs of the local community are met and provided with a diverse range of affordable housing options and products through mechanisms such as an ambitious Affordable Housing Contributions Scheme, revising the Affordable Housing Policy as well as considerable advocacy for market changes and rental prices and conditions.</p> <p>It is recognised and understood that the CSP is the highest-level plan that Council's prepare. However, as Council's most important strategic document, Link Wentworth is of the view that there should be explicit, clear linkages between the CSP and other key <i>strategic documents such as the Local Housing Strategy</i> and an updated Affordable Housing Policy that provide a clear picture of the current affordable housing gap and propose key actions to ensure that this gap is met. It is noted that Council's current <i>Affordable Housing Strategy</i> is the Affordable Housing Policy that was released in 2015. This policy is encouraging and provides a number of specific actions that Council can take to address housing affordability; however, it is relevant that planning policies have changed and that the issue of housing unaffordability has exacerbated considerably.</p> <p>It is also noted that another trend requiring a response is allowing older persons to age in place and that whole-of-life issues need to be planned for, including adaptable and accessible housing, and proximity to shops community facilities and transport (p23). Allowing people to age in a secure and affordable space is extremely beneficial for the health and wellbeing of people. This</p>		

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>shouldn't only be available to those who own a home, it should also be an option for those on low to moderate incomes. Single women who rent rather than own their own homes are at the greatest risk of poverty in retirement as the typical outright owner aged over 65 spends just 5% of income on housing, compared to nearly 30% for the typical renter. Currently 40% of single retired women live in poverty and the number of homeless women in Australia increased by more than 30% between the last two census (ABS 2016). This exacerbates older women's care needs as, without a permanent home, they are denied the benefit of home care through the existing aged care system. It is recognised that the current proposed 11,000+ additional affordable dwellings is based on maintaining 2016 levels of affordable housing for very low, low and moderate income households. Link Wentworth notes that this proposed target is generated based on the current very low proportion of social and affordable housing LGA due to the consistent under supply of new social housing that has been provided in the area. However, with a 11,000+ dwellings target in place, Link Wentworth encourages Council to earmark a percentage (10-15%) allocated towards older persons over 55 on low to moderate incomes to provide a range of housing options and security of tenure, which has been noted as a weakness on p27 'Top 5 Weaknesses'. Community Housing Providers (CHPs) like Link Wentworth are uniquely placed to deliver this type of appropriate housing model. CHPs can work with relevant support partners to manage these homes, priced at a fixed rate according to the pension income or subsidised by Commonwealth Rent Assistance. The community housing sector is primed to deliver a proposed offering of an integrated model of health, disability, and housing that meets the care needs of older people. We have extensive experience in placemaking and property development and are readily equipped with the networks to partner with community groups and work across many service systems to meet the often-multi-dimensional care needs of older people on low to moderate incomes.</p> <p>As stated above Link Wentworth have over 35 years' experience as a CHP working in North Sydney and would welcome the opportunity to work closely with Council to deliver new and innovative housing projects in the LGA. Strategic partnerships with CHPs are one of the key methods that all levels of government can use to maximise the delivery of social and affordable housing - with Council being best placed as the strategic enabler and the CHP as the owner and manager.</p>		

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
34	Milson Precinct Committee	<p>Our Strategic Directions - Council should ensure, are preserved. Also that built and natural environment are in keeping with the locale, with increased quantity and quality of accessible housing for all abilities, as well as increased social and affordable housing for all diverse groups within our community, to be able to be housed within their community.</p> <p>Direction 1: 1.2 Environmentally sustainable community - Council should ensure the capturing of water prior to it reaching the harbour, like at Cammeray Golf Course and Forsyth Park water retention and storage. 1.3 Clean and Green places: Expand urban tree canopy by planting more native trees for the climate. All DAs should be enforced to underground the power poles closest to the site as a standard condition by North Sydney Planning Panel. 1.4. Advocate on behalf of the community at all levels of government against negative impact on our environment of developments and major infrastructure projects - and council should ensure North Sydney community is compensated for these impacts of major infrastructure, development and projects, by improvements - not losses - of green open space, like the WF being covered by green open space.</p> <p>Direction 2: 2.1 Council should review and change the DCP to ensure that 10% of the “additional uplift” of any development - i.e. 10% of the apartments of the additional floors approved by NSPP for any development; this housing stock to be ‘given’ to Council to increase the affordable housing stock to meet the needs of the diversity of the community, for local affordable, social housing and transitional housing for women and children escaping domestic violence. 2.3 Priorities sustainable and active transport by providing a local bus from ferry stops up through the steep topography to CBD and transport hubs - this includes connected pedestrian and cycle networks for all abilities. 2.4. The community would like to see the HarbourLink shared cycleway or similar be implemented by TfNSW, while going through the WFUpgrade, along with the WHTBL Tunnel projects. It is a now or never opportunity to be able to have a safe link for all the other municipality’s cycle routes through NS and down to the SHB. This HarbourLink of 3km, 3 degree gradient, 5m wide shared path for pedestrians and cyclists and all wheeled persons with a disability, from Cammeray down to the harbour bridge, with on/off ramps from Cammeray, Neutral Bay, North Sydney etc. This infrastructure will take out topography of</p>	<p>Many of the suggestions provided under Direction 1 will be delivered via implementation of the Council’s <i>Environmental Sustainability Strategy 2030</i> (2012) and <i>Urban Forest Strategy</i> (2019).</p>	2b
			<p>Council’s <i>Development Control Plan</i> (DCP) cannot mandate variations to height and density to be met with a commensurate dedication of affordable housing units or other public assets or infrastructure. The appropriate vehicle for this is a voluntary planning agreement (VPA) which is negotiated on a site-by-site basis. Affordable housing is negotiated through these instruments relatively routinely.</p>	2b
			<p>Feedback regarding cycling routes will be referred to Council’s Traffic & Transport Operations Department who is responsible implementation and review of Council’s <i>Integrated Cycling Strategy</i> (2014); and cyclists direct access to the Sydney Harbour Bridge relates TfNSW’s Sydney Harbour Bridge Cycling Ramp project.</p>	2b
			<p>Regarding feedback on Outcome 3.2 and community batteries - on 23 May 2022, Council resolved: 1. THAT Council be provided with a report on neighbourhood power sharing schemes, including consideration of a pilot scheme and identifying areas deemed feasible for such schemes. 2. THAT, if such a scheme were found to be feasible, a number of areas be selected as pilot projects, especially where there are concentrations of high and medium density housing with multiple residencies.</p>	2d
			<p>Suggestion that all character statements be reviewed - relates to the following project in the <i>Delivery Program</i> under 3.3.2: Undertake a Comprehensive Heritage Review.</p>	2d
			<p>Review of Council’s Disability Access Inclusion Plan (DIAP) is underway. Feedback will be referred to this project.</p>	2b
<p>Feedback regarding increase provision/use of interpretive signs - relates to the following project in the <i>Delivery Program</i> under 4.3.2: Provide interpretive information on signs and plaques at</p>	2b			

DRAFT CSP - SUBMISSIONS SUMMARY (EXTERNAL)				
No.	Name and Address	Submission	Recommended Action/Response	Criteria
		<p>North Sydney for all community members to be able to access the city via the bridge.</p> <p>Direction 3: 3.2 Deliver and support smart innovative services to the community; provide solar panels and battery storage to run and support neighbourhoods. 3.3 Council should review all character statements for all community areas, to ensure that there is protection of local areas against developers. Advocate for and provide affordable housing; as stated before, ensure that 10% of the additional uplift for developers, is provided as affordable housing; do this by changes to the DCP, to enable the NSPP can make it a 'condition' of the development.</p> <p>Direction 4: 4.1. Increase, celebrate etc. via the Disability Inclusion Access Plan. Reduce housing stress via changes to DCP to gain 10% additional housing from developers uplift. Tap into and utilities the extensive knowledge and skills within the community through volunteering and engagement opportunities. 4.3. Agree with all statements, but need to include and increase interpretive signage for history and story on Country.</p> <p>Direction 5: 5.1 Plan to deliver the aspirations of our community: WHTBL and WFU - deliver HarbourLink or similar at the time of these projects, or the opportunity will be forever lost. 5.3. & 5.4 Community is engaged in what Council does: Council needs to revert back to meeting practices, to allow more people to be able to engage with Council. Council services are efficient and easy to access - the Council website and access needs to be modernised and simplified, committee meetings, council meetings, and briefings need to live streamed and instantly made available for streaming post meetings.</p>	<p>historical sites,</p> <p>The CSP includes two strategies regarding advocacy concerning the WHTBL and WFU - 1.4.5 and 2.4.3.</p> <p>Feedback regarding the Council website noted. A new Council website is in development, to be launched in early 2022/23.</p> <p>Feedback regarding Council and Committee webcasts and records relates to a separate/recent consultation regarding proposed changes to Council meeting practice and amendments to the <i>Code of Meeting Practice</i>.</p>	<p>2b</p> <p>2b</p> <p>2b</p>

INFORMATION STALLS

DRAFT CSP- SUBMISSIONS SUMMARY (EXTERNAL CONT.)			
Stall Date/Location	Feedback	Recommended Action/Response	Criteria
Information Stall at North Sydney Art Prize,	<ul style="list-style-type: none"> The need for Council to focus on education: schools and high-schools to teach more about Aboriginal matters, and climate 		

DRAFT CSP- SUBMISSIONS SUMMARY (EXTERNAL CONT.)			
Stall Date/Location	Feedback	Recommended Action/Response	Criteria
14 May 2022	change.		
	<ul style="list-style-type: none"> Council to give more support to home owners to have solar panels, focus on more suitable trees on streets, so this not grow to much so it covers the solar panels. 		
	<ul style="list-style-type: none"> More cycleways, for people to move in and out of the North Sydney CBD (back then I think they were still working from home, but said that they soon will be going to their office). 		
Information Stall at Northside Produce Market, 21 May 2022	<ul style="list-style-type: none"> Contents are incorrect, do not align with the page numbers 	Actioned as required	1e
	<ul style="list-style-type: none"> Add names of Directions on page 3 and pages 8-9 	Supported - name of each Direction to added to the diagram, at bottom of each Direction box, and pages 8-9	1e
	<ul style="list-style-type: none"> North Sydney Pool - when will the development be finished? Older people missing the pool. Why is the pool being redeveloped, was ok how it was? Understand maintenance is required but don't want all the additions. 	Question - No change required (no contact details provided – refer to Council website for progress update)	2a
	<ul style="list-style-type: none"> Services to residents are great i.e. waste collection and street maintenance 	Compliment noted	2c
	<ul style="list-style-type: none"> Improvement in connected cycleways from St Leonards through to the Harbour Bridge required 	No action required - links to NSW Government project underway and Council's <i>Integrated Cycling Strategy</i>	2d
	<ul style="list-style-type: none"> North Sydney is very quiet on the weekends. Need to support restaurants and activities out of work hours. 	No change required - Links to Delivery Program/Operational Plan project 3.1.2.01 <i>Identify achievable measures and strategies to enhance after hours activity</i>	2b
	<ul style="list-style-type: none"> Document is too long and wordy 	No change required	2c
Information Stall at Kirribilli Markets, 28 May 2022	<ul style="list-style-type: none"> Provide more information about seniors programs and do more to promote multiculturalism 	Service request - to be referred to Council's Community Development Department	2a
	<ul style="list-style-type: none"> Climate emergency acknowledged/climate change action required 	No change required - links to Council's <i>Environmental Sustainability Strategy 2030</i>	2b
	<ul style="list-style-type: none"> Cycling/active transport is important 	No change required - support priorities in the plan	2d
	<ul style="list-style-type: none"> Arts and culture - want more programming from across Council 	No change required - to be treated as feedback as part of Stage 1 review of Council's <i>Arts & Cultural Strategy</i>	2b
	<ul style="list-style-type: none"> Want to know more about small bars and night time offering; lack of opportunities to meet other locals from the area 	No change required - links to Delivery Program/ Operational Plan project 3.1.2.01 <i>Identify achievable measures and strategies to enhance after hours activity</i>	2c
	<ul style="list-style-type: none"> Concern about littering/chicken bones in park after Kirribilli Markets and in Bradfield Park North - incidences of dogs choking on bones 	Service request - to be referred to the organisers of Kirribilli Markets	2a
	<ul style="list-style-type: none"> Is there a sustainability or recycling policy for markets? Markets generate lots of waste, much of it recycling that is going to landfill. 	Service request - to be referred to the organisers of Kirribilli Markets and Council's Environmental Sustainability Department (responsible for	2a

DRAFT CSP- SUBMISSIONS SUMMARY (EXTERNAL CONT.)			
Stall Date/Location	Feedback	Recommended Action/Response	Criteria
	Is this Council's role or the market organisers?	Council's <i>Sustainable Events Policy</i>)	
	<ul style="list-style-type: none"> Concern about loss of local shops e.g. deli and fruit and veg shops in Kirribilli. Locals have to leave the area to shop whereas previously could buy what they needed locally from local providers. Need stronger character statements for Kirribilli village centre 	No change required - links to Delivery Program/ Operational Plan projects 3.3.1.07 <i>Update planning instruments in response to Council leg planning studies and strategies</i> , and 3.3.2.02 <i>Undertake a Comprehensive Heritage Review</i>	2a
	<ul style="list-style-type: none"> Sydney Harbour High Line - is it still in the plan? 	No change required - whilst not specifically stated within the new plan, this project falls under Strategy 1.4.4 <i>Advocate for visionary new open and green spaces</i>	2e
Information stall at Coal Loader Artisans Markets, 5 June 2022	<ul style="list-style-type: none"> Need exhibition spaces for local artists 	No change required - to be treated as feedback as part of Stage 1 of the Arts & Cultural Strategy Review	2b
	<ul style="list-style-type: none"> Need reduction in local traffic speeds 	No change required - to be referred to Council's Traffic & Transport Operations Department	2a
	<ul style="list-style-type: none"> Engage the local First Nations spokesperson (or via Aboriginal Heritage Office in their absence) to inform Council plans and decision making 	No change required - to be referred for internal consideration. Links to other feedback received.	2b
	<ul style="list-style-type: none"> Council should have a Reconciliation Action Plan if it does not already 	No change required - to be referred for internal consideration in context of Council's declared support for the Uluru Statement from the Heart.	2c
	<ul style="list-style-type: none"> Support local businesses i.e. The Economics of Happiness concept 	No change required - to be referred for consideration during review of Council's <i>Economic Development Strategy</i>	2b
	<ul style="list-style-type: none"> Increase native planting across the LGA and by Council to encourage biodiversity of full eco system, including small birds 	No change required - support for existing strategies relating to native plans use/biodiversity (1.1.1, 1.1.2 and 1.3.1)	2d
	<ul style="list-style-type: none"> Key priorities good to see in the draft CSP - sustainability, open spaces and First Nations history/recognition 	No change required - support priorities in the plan	2d
	<ul style="list-style-type: none"> Encourage "village well" concept in public domains - connecting people with place, supporting local business, creating a destination 	No change required - to be referred for consideration during review of Council's <i>Economic Development Strategy</i>	2b
	<ul style="list-style-type: none"> Concern about Leptospirosis being found in soil, arising from WHT works - has killed 2 dogs 	Service request - to be referred to the responsible NSW Government agency	2g
	<ul style="list-style-type: none"> I feel well informed by local Precinct about what's happening locally and Council offerings 	No change required	2c
	<ul style="list-style-type: none"> Where is the Ridge Street carpark redevelopment up to; recall learning about this about 5 years ago. Liked the concept to move car parks underground and provide more community centres/facilities for community use on top 	The Ridge Street carpark redevelopment was adopted by Council as a concept in 2015 for future detailed consideration. In the context of competition for limited funding, this project has not yet been prioritised. No change required	2c

COUNCILLOR FEEDBACK

DRAFT CSP- SUBMISSIONS SUMMARY (COUNCILLORS)													
Section	Submission	Recommended Action/Response	Criteria										
Contents	<p>Under 'Our Strategies Directions' list the key words see Liverpool City Council CSP example (extract below), noting that the respective key words per Direction could be highlighted (bold or CAPS) on each Direction's page. Make it immediately overt to readers.</p> <table border="1"> <tr> <td>COUNCIL'S ROLE AND RESPONSIBILITY</td> <td>41</td> </tr> <tr> <td>HEALTHY, INCLUSIVE, ENGAGING</td> <td>42</td> </tr> <tr> <td>LIVEABLE, SUSTAINABLE, RESILIENT</td> <td>44</td> </tr> <tr> <td>EVOLVING PROSPEROUS, INNOVATIVE</td> <td>46</td> </tr> <tr> <td>VISIONARY, LEADING, RESPONSIBLE</td> <td>48</td> </tr> </table>	COUNCIL'S ROLE AND RESPONSIBILITY	41	HEALTHY, INCLUSIVE, ENGAGING	42	LIVEABLE, SUSTAINABLE, RESILIENT	44	EVOLVING PROSPEROUS, INNOVATIVE	46	VISIONARY, LEADING, RESPONSIBLE	48	<p>Supported - Five x Strategic Directions to be listed on the Contents (under Our Strategic Directions)</p> <p>Note: Future CSP interaction can review the key themes/Directions with view to using key words instead of the current Directions as suggested.</p>	1e 2b
COUNCIL'S ROLE AND RESPONSIBILITY	41												
HEALTHY, INCLUSIVE, ENGAGING	42												
LIVEABLE, SUSTAINABLE, RESILIENT	44												
EVOLVING PROSPEROUS, INNOVATIVE	46												
VISIONARY, LEADING, RESPONSIBLE	48												
Our Vision	Change to 'Our Community Vision' rather than 'Our Vision' so is overt who the vision belongs to and easy for other councils to find.	Supported - edit "Our Vision" to "Our Community Vision" as well as the Contents	1e										
Our Strategic Directions	Include the name of the Directions in the boxes i.e. not just Direction 1 as not overt/better link to sue of the Direction names in the next section.	Supported - name of each Direction to added to the diagram, at bottom of each Direction box	1e										
Direction 3. Our Innovative City	<p>Suggest the following additions to be incorporated in the draft Plan, based on the need to take advantage of the (hopefully) post-Covid emerging opportunity to re-establish (in the case of North Sydney, establish) tourism as a viable, prosperous component of the local economy.</p> <p>Theme: A prosperous local tourist economy Aim: Ensure a smart, innovative and resilient local tourist economy Strategy: Strengthen and diversify our economy by targeting new and innovative industries, as well as fostering our existing strengths, in such areas as education and tourism, through creation of sustainable tourism experiences based on our Harbourside flora and fauna and indigenous cultural heritage and hosting of conferences and meetings, taking advantage of our unique Harbour scenery.</p> <ul style="list-style-type: none"> • Capitalise on our unique position to create and foster visitor experiences of choice. • Develop and support a variety of events, festivals, venues and activities for locals and visitors, ensuring accessibility for all. • Develop and promote tourism investment. • Provide dynamic and responsive visitor information services. • Encourage Federal and State government, peak business and tourism industry partnership and involvement. • Employ local people providing these experiences. 	<p>Not supported as CSP amendment - the CSP includes a high-level strategy focused on visitor economy/tourism - 3.1.3 Deliver sustainable tourism activity.</p> <p>Provision of visitor economy/tourism services and initiatives are delivered via supporting plans to the Delivery Program/Operational Plan i.e. via Council's <i>Visitor Economy Strategy & Action Plan (2019)</i> - \$100K has been allocated in Year 1 of the Delivery Program for implementation of the Action Plan.</p> <p>Amendment to the <i>Delivery Program/Operational Plan</i> is proposed - the review of Council's <i>Visitor Economy Strategy (2019)</i> is to be brought forward (to Year 1) in line with the available budget. This feedback will be deferred for consideration as part of this Strategy review.</p>	2b										
Direction 4. Our Social	Recommends the Direction description/overview be rewritten, in particular:	Supported in part - Direction 4 blurb to be amend in context of other	1e/2e										

DRAFT CSP- SUBMISSIONS SUMMARY (COUNCILLORS)			
Section	Submission	Recommended Action/Response	Criteria
Vitality	<ul style="list-style-type: none"> remove the first sentence, as makes assumption edit the current last sentence to “We strive to protect local heritage and our First Nations history and culture” (instead of Local heritage and our First Nations history and culture is respected and preserved) add additional/last sentence “We strive to provide wellbeing, safety and crime prevention” 	feedback received regarding this section of the plan; except for adding reference to “strive to”; Note: the purpose of the statements is to reflect future state aspirations per theme.	
	Add additional strategy focusing on addressing sexual, domestic and family violence (SDFV) through services and programs	Not supported - part of services provided as part of Strategy 4.1.1.	2b
	Amend strategy 4.1.2 to include example of vulnerable people and communities at risk - need to be vocal about naming these groups i.e. “Reduce housing street and homelessness particularly for vulnerable people and communities at risk e.g. SDFV”	Supported - Strategy 4.1.2 amended to include “including sexual, domestic and family violence.”	1e
Direction 5. Our Civic Leadership	Amend strategy 5.3.2 from Provide best practice community engagement, including the Precinct System to “Strive to provide best practice community engagement, including the Precinct System”	Not supported - the proposed edit essentially says the same as the existing wording (“strive” is implied in “provide”). Councillor feedback during Stage 1 was to remove words that dilute delivery.	2e
Community Engagement	Under top 10 priorities No. 6. I would like it to specifically state cycling, not just traffic and parking. Traffic implies cars. I know cycling could be inferred in various. And I would like cycling to be a stated priority not inferred.	Supported - No. 6 to be amended to read “traffic and parking issues (various) and cycling/active transport”.	1d
Appendix 2. Indicators	Proposed measurement to feedback on Direction 3/visitor economy: <ul style="list-style-type: none"> Increase in the number of local residents engaged in tourism promotional and administrative jobs. Increase in visitors to the area who stay in and/or experience the local tourism experiences. Increase in attendance at local conferences, meetings, events and festivals. 	Not supported as CSP amendment - instead, to be considered in context of the review of Council’s <i>Visitor Economy Strategy</i> .	2b
Other	Assigning responsibilities for delivering the strategies	Not supported as CSP amendment - instead, to be considered future iteration of the CSP (future review); requires sign-off of the strategies by the responsible entity prior to finalisation of the plan.	2b

STAFF FEEDBACK

DRAFT CSP- SUBMISSIONS SUMMARY (STAFF)			
Section	Submission	Recommended Action/Response	Criteria
Direction 1. Our Living Environment	Strategy 1.1.1 (p10) does not make sense. Suggest amending to read as follows: <i>Rehabilitate native bushland areas and fauna habitats to enhance biodiversity</i>	Supported - minor edit to Strategy 1.1.1 made	1d
	Strategy 1.4.5 could be amended to provide increased clarity as follows: <i>against the negative impacts on our environment of arising from development and major infrastructure projects</i>	Supported - minor edits to Strategy 1.4.5 made	1d

DRAFT CSP- SUBMISSIONS SUMMARY (STAFF)			
Section	Submission	Recommended Action/Response	Criteria
Direction 2. Our Built Infrastructure	Council delivers more than footpaths and roads. Why has Council not considered including directions relating to other types of essential built infrastructure including engineering assets such as stormwater, and community assets such as community centres, libraries, childcare centres, etc.	Supported - paragraph/blurb reworked.	1d
	The opening paragraph/blurb (p12) also makes reference to “retain” with respect to existing character. This is somewhat restrictive if there are aspects of that Character which should not be supported. Consideration should be given to “promoting the desired future character of our villages and centres”.	Supported in part - “retain” replaced by “promote”.	1d
Direction 3. Our Innovative City	The opening paragraph/blurb (p8/14) states: <i>Land use planning and contemporary planning controls ensure historic buildings and sites are preserved, and that North Sydney’s distinct identity and heritage fits with the surrounding built and natural environment.</i> This text suggests that heritage buildings are to fit into the context of a locality. However, the focus should be that new development should fit within the context of existing heritage. Suggest amendment to: <i>planning controls ensure the protection of historic buildings and places sites are preserved, and that new development respects North Sydney’s distinct identity, and heritage character and fits with the surrounding built and natural environment.</i>	Supported - paragraph/blurb reworked. Links to other feedback received.	1d
	Strategy 3.1.4 makes reference to the North Sydney CBD as an important centre. The Sydney Regional Strategic Plan identifies St Leonards as a “Specialised Centre” and sits as the second highest order Centre under this Plan. Recognition should be given to the importance of St Leonards for delivering employment functions for North Sydney.	Supported (intent of amendment) - opening paragraph/blurb reworked, rather than Strategy 3.1.4 amended	1d
Direction 4. Our Social Vitality	The opening paragraph/blurb (p8/16) states: <i>Stanton Library meets the community’s changing cultural and educational needs.</i> This would suggest that all cultural and educational needs are only being provided through the Stanton Library. The Ward Street Masterplan seeks to deliver a significant community facility that will in part meet this objective. Suggest removing the reference to Stanton Library, and consider revising to: <i>Deliver facilities to meet the community’s changing cultural and educational needs</i>	Supported - Direction 4 paragraph/blurb reworked	1d
Our Key Challenges	Growing Population (p23): This section, whilst identifying that we have a growing population, it does not suggest where the focus of additional housing should be located. Consideration should be given to stating that it should be concentrated in existing centres and along key transport routes to maximise utility of existing and proposed infrastructure.	Supported - paragraph reworked to include “Additional housing should be concentrated in existing centres and along key transport routes to maximise use of existing and proposed infrastructure.”	1d
	Equitable access to open space (p23): This section underestimates the true challenge of delivering more physical space for recreation in a heavily constrained locality. Suggested amendment as follows: <i>... as our population grows with limited capacity to deliver more physical open space in a dense</i>	Supported - amendment made.	1d

DRAFT CSP- SUBMISSIONS SUMMARY (STAFF)			
Section	Submission	Recommended Action/Response	Criteria
	<i>urban environment. This is a long-standing regional dilemma ...</i>		
	Moving around (p24): This section requires correction to reflect that traffic congestion does not impact upon pedestrian “accessibility”, but “safety” - <i>This leads to traffic congestion and impacts on pedestrian accessibility safety and amenity. There is a high demand for the limited on-street parking around the commercial centres as well as residential areas.</i>	Supported - amendment made. Amenity includes accessibility.	1d