

# AGENDA

## **NORTHERN BEACHES COUNCIL LOCAL TRANSPORT FORUM MEETING**

Notice is hereby given that a meeting of the Northern Beaches Council Local Transport Forum will be held in the Flannel Flower Room, Civic Centre, Dee Why on

**TUESDAY 2 DECEMBER 2025**

Beginning at 10:00 AM for the purpose of considering and determining matters included in this agenda.



**Campbell Pfeiffer**  
**Director Transport and Assets**

### **Voting Members**

Chair –Northern Beaches Council - Councillor  
Member for Pittwater MP Representative  
Member for Davidson Mr M Cross MP Representative  
Member for Manly Mr J Griffin MP Representative  
Member for Wakehurst Mr M Regan MP Representative  
Transport for NSW – Senior Network & Safety Officer  
Transport for NSW – Network & Safety Officer  
Northern Beaches Police Command, Dee Why

Ms Ruth Robins  
Ms Rebecca Clarke  
Mr Michael Lane  
Ms Adele Heasman  
Mr Paul Murphy  
  
Ms Samantha Morley  
Senior Constable Adam Castleden

### **Non Voting Members**

Keolis Downer Northern Beaches Bus Operations  
ComfortDelgro Company (ex Forest Coach Lines)  
Manly Warringah Cabs Cooperative Society Ltd  
Cycling Representative

Mr Daniel Nock  
James Makasiale  
Mr Ben Parker  
TBC  
Mr Dave Musgrove

### **Officers**

Director Transport and Assets  
Acting Executive Manager - Transport and Civil Infrastructure  
Acting Manager – Transport Network  
Traffic Engineering Coordinator  
Traffic Engineer  
Traffic Engineer  
Traffic Engineer  
Traffic Engineer  
Traffic Engineer  
Traffic Officer  
Traffic Officer  
Traffic Officer  
Traffic Officer  
Engineering Intern  
Road Safety Officer  
Road Safety Officer  
Acting Strategic Transport Coordinator  
Transport Project Officer  
Transport Project Officer  
Manager - Rangers  
Coordinator - Rangers  
Specialist Administration Officer

Mr Campbell Pfeiffer  
Mr Brett Andrew  
  
Ms Anneli Clasio  
Mr James Brocklebank  
Mr Ricky Kwok  
Ms Leila Kazemnezhad  
Ms Dolma Negi  
Ms Jackline Shahho  
Ms Gabriela Grano  
Mr Linji Chen  
Mr Nicholas Murace  
Mr Bibek Dallakoti  
Ms Hannah Ealey  
Ms Robynann Dixon  
Ms Pavica Kupcak  
Mr Alex Yuen  
  
Ms Kate Bock  
Mr John Hoeben  
SP1

### **Visitor**

# Agenda for a meeting of the Northern Beaches Council Local Transport Forum

to be held on Tuesday 2 December 2025

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00 AM

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**NEXT MEETING Tuesday 3 February 2026**

## 2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

### 2.1 MINUTES OF THE NORTHERN BEACHES COUNCIL LOCAL TRANSPORT FORUM MEETING HELD ON 4 NOVEMBER 2025

#### RECOMMENDATION

That the minutes of the Northern Beaches Council Local Transport Forum Meeting held on 4 November 2025, copies of which were previously circulated to all members, be confirmed as a true and correct record of the proceedings of that meeting.

### 2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

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Members should disclose any "**pecuniary**" or "**non-pecuniary**" conflicts of interests in matters included in the agenda. The [Northern Beaches Council Code of Conduct](#) (the Code) provides guidance on managing conflicts of interests.

A **pecuniary interest** is defined in Section 4 of the Code as:

*A pecuniary interest is an interest that you have in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to you or a person referred to in clause 4.3.*

A **non-pecuniary conflict of interest** is defined in Section 5 of the Code as:

*A non-pecuniary conflict of interest exists where a reasonable and informed person would perceive that you could be influenced by a private interest when carrying out your official functions in relation to a matter.*

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## 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

**ITEM 4.1 MANLY ELECTORATE - MANLY WARD - WENTWORTH STREET, MANLY - RAISED PEDSTRIAN CROSSING**

**GEOCODES: -33.798623, 151.287714**

### REPORT

#### BACKGROUND

In line with the development consent granted for DA2022/1000 for demolition, alterations and additions to existing buildings and construction of new mixed-use development at 19-21 South Steyne, the developer is required to submit plans for a raised pedestrian crossing on Wentworth Street for consideration through the Local Transport Forum.

Staff have been liaising with the developer on the detailed design for some time and a plan outlining the proposed works has recently been circulated to the surrounding business and residential premises for feedback purposes prior to bringing the design to the Transport Forum for consideration.

#### LOCATION

The proposed raised pedestrian crossing is to be located on Wentworth Street approximately 95m west of South Steyne and roughly midway between the existing marked crossing at South Steyne and the signalised pedestrian crossing at Darley Road. Wentworth Street is a local road carrying peak hour volumes of 350 to 460 vehicles per hour. It runs east west between the Manly beachfront at South Steyne and the harbourfront at East Esplanade, it also performs an important access function to Council's large Peninsula paid parking station accessed off Rialto Lane.

#### ISSUES

- The raised crossing is located where it will improve pedestrian connectivity between the new development and The Corso via Rialto Square
- The raised crossing will assist in keeping speeds on Wentworth Street low consistent with the 30km/h high pedestrian activity zone present in the street and throughout the Manly town centre
- There have been some concerns raised regarding the loss of parking, however the number of spaces lost is low with the raised crossing located and designed so as to minimise parking loss

#### PROPOSAL

Council has undertaken a review of the location and issues and proposes that that the developer's plan for a raised pedestrian crossing and associated parking changes on Wentworth Street, Manly be approved.

#### PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities

- The proposal will improve pedestrian safety and accessibility and provide a new direct connection between the development at the Royal Far West shops and business premises on Wentworth Street and in The Corso via the Rialto Plaza.

### **PARKING IMPACT STATEMENT**

This proposal will result in the following impact(s) and /or benefits to the provision of parking availability:

- 2 short term parking spaces are lost however as the subject development on the Royal Far West site will provide some 220 additional car spaces including 68 new commercial/retail parking spaces and noting that the crossing is located in close proximity to Council's Peninsula carpark, the loss of two parking spaces is of little impact.
- The 'No Parking Authorised Vehicles Excepted' parking space on Wentworth Street on the development frontage will be retained to cater for parking of the Royal Far West patient transport bus at the request of Royal Far West.

### **CONSULTATION**

Consultation regarding this matter was undertaken through the development application assessment process with the proposed changes being made to fulfil conditions of development consent. As a result, additional consultation on the recommended measures would not normally have been undertaken. To exercise an abundance of caution a consultation letter was however circulated to surrounding business and residential premises with letters sent to 501 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

### **FINANCIAL CONSIDERATIONS**

If approved, this proposal will be funded by the developer.

### **ENVIRONMENTAL CONSIDERATIONS**

No adverse environmental impacts are expected from approval of this proposal.

### **TIMING**

### **THE PROPOSAL WILL BE INSTALLED WITHIN 12 MONTHS OF APPROVAL.**

#### **RECOMMENDATION**

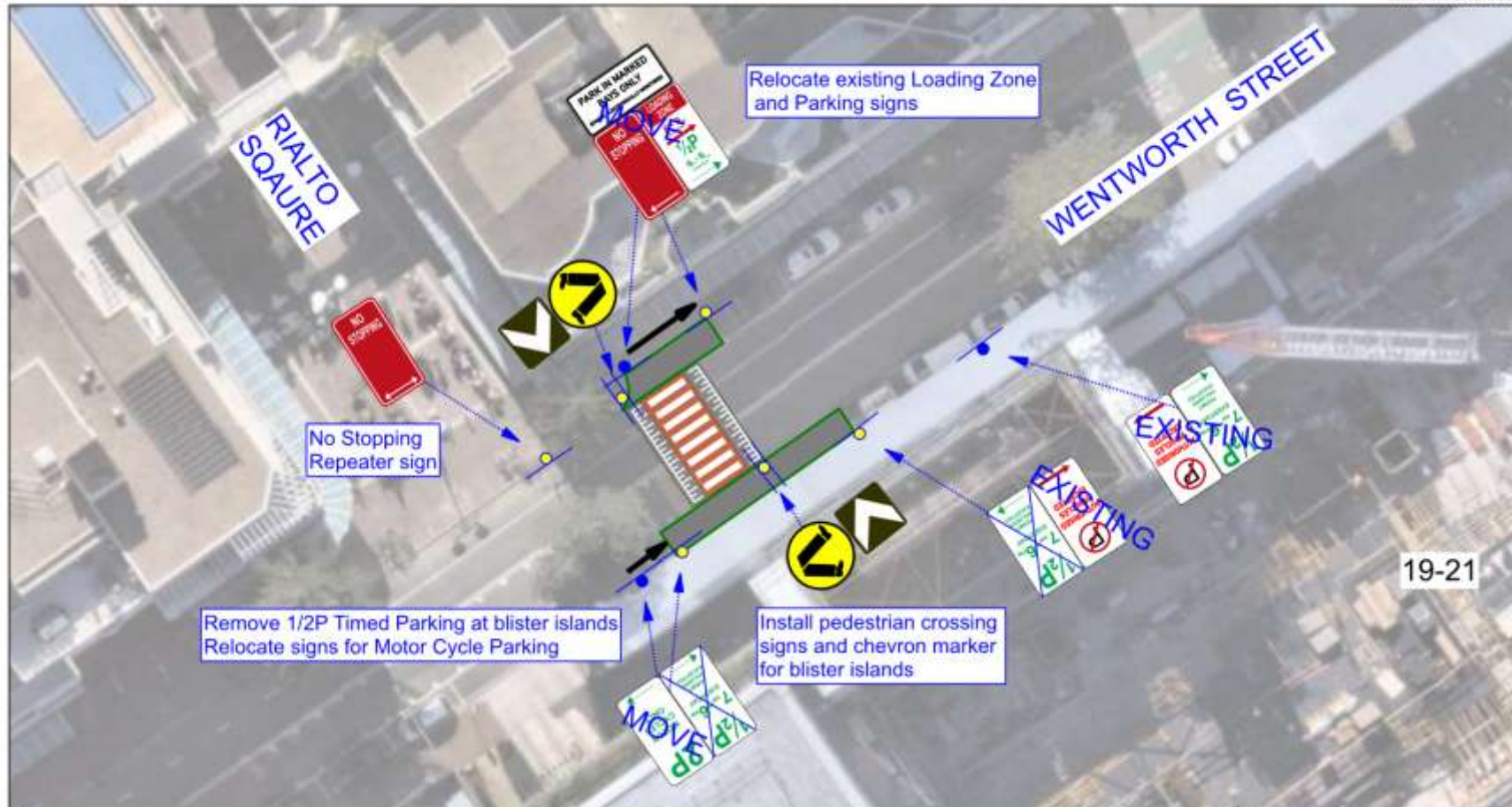
That the Local Transport Forum supports the:



1. Installation of a raised pedestrian crossing and associated parking changes on Wentworth Street consistent with details shown on the developer's plan prepared by Northrop CV-830 Revision 9

<b>Reporting officer</b>	Manager, Transport Network
<b>TRIM file ref</b>	2025/556226
<b>Attachments</b>	1 Wentworth Street pedestrian crossing plan 2 Signposting Plan 3 Table of Consultation



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	PROPOSAL						
	Wentworth Street, Manly Raised Pedestrian Crossing						
	DRAWN	LC	APPROVED		JB		
	LAYOUT	1 OF 1	REVISION NO.	B	DATE	13/11/2025	

### Table of Consultation

<b>Address</b>	Wentworth Street, Manly
<b>Proposal</b>	Raised Pedestrian Crossing

<b>Properties Consulted</b>	501
<b>Responses Received</b>	8
<b>Support</b>	6
<b>Conditional Support</b>	0
<b>Do Not Support</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Loss of Parking	No! Parking in Manly is horrendous	The Peninsula Carpark is located adjacent to the location and the development will be providing 68 additional commercial/retail parking spaces offstreet.
Too many crossings	There will be two crossings 50m apart	The proposed crossing is almost 100m west of the nearest crossing at South Steyne and will help reinforce the prevailing 30km/h speed limit. It is located where it will provide a connection to Rialto Place linking the development with the most direct pedestrian route to and from The Corso
Poor timing	The Royal Far West construction site is creating congestion and the crossing construction should be delayed until that work is completed	The raised crossing will be constructed by the Royal Far West developers and will be implemented towards the completion of their works
Loss of No Parking Authorised Vehicles	The No Parking Authorised Vehicles zone needs to be retained on Wentworth Street to accommodate the Royal Far West patient bus	The proposal has been amended to reflect this

**ITEM 4.2 MANLY ELECTORATE - CURL CURL WARD - MILES STREET, BROOKVALE - NEW LOADING ZONE**

**GEOCODES: -33.766944, 151.278728**

**REPORT**

**BACKGROUND**

Council has reviewed the lack of available space for delivery vehicles at Miles Street, Brookvale. Currently, there are “8P 8 AM - 6PM Every day” parking restrictions in place which does not lend itself to use for loading and unloading purposes.

**LOCATION**

- Miles Street is situated within the commercial precinct of Brookvale connecting it to the regional road - Harbord Road.
- The street is approximately 185m long, 11.2m wide, carrying two-way traffic flows while allowing ‘8P 8AM-6PM Everyday’ kerb side parking on both sides of the road.
- On-street parking is limited and often in high demand due to the concentration of businesses and nearby facilities.

**ISSUES**

There are currently no designated spaces for delivery vehicles to load or unload, which often leads to double parking.

**PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install a “Loading Zone 7AM – 6PM MON - SAT” to allow the space on the Miles Street frontage of No.174 Harbord Road to be used by delivery vehicles. As part of this proposal, the extent of the existing 8P timed Parking restriction would be adjusted to better accommodate the needs of all users.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impact on walking paths.

**PARKING IMPACT STATEMENT**

This proposal will result in the following impact(s)and /or benefits to the provision of parking availability:

- The Loading Zone will provide a designated area for delivery vehicles, reducing difficulties currently faced by local businesses for loading and unloading purposes.
- An existing one parking space will be converted to Loading Zone which might impact the staff or customers of the local businesses, but overall parking efficiency and traffic flow will be improved.

**CONSULTATION**

Consultation letters have been distributed to 169 properties within the immediate vicinity of the location providing notification of the proposed changes. Of the 6 responses received, 5 are in support of this proposal. The response details including those that included comments are noted in Attachment 2 – Table of Consultation.

**FINANCIAL CONSIDERATIONS**

If approved, this proposal will be funded from the new signs and lines budget.

**ENVIRONMENTAL CONSIDERATIONS**

No adverse environmental impacts are expected from approval of this proposal.

**TIMING**

The proposal will be installed within 3 months of approval.

**RECOMMENDATION**

That the Local Transport Forum supports the:

1. Installation of “Loading Zone 7AM – 6PM MON - SAT” to allow the space on the Miles Street frontage of No.174 Harbord Road to be used by delivery vehicles.

<b>Reporting officer</b>	Traffic Engineering Coordinator
<b>TRIM file ref</b>	2025/709507
<b>Attachments</b>	1 Miles Street, Brookvale - Plan 2 Miles Street, Brookvale - Table Of Consultation



### Table of Consultation

<b>Address</b>	<b>Miles Street, Brookvale</b>
<b>Proposal</b>	<b>Loading Zone</b>

<b>Properties Consulted</b>	169
<b>Responses Received</b>	6
<b>Support</b>	5
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Request for timed parking	<p>I am in support of this proposal, however, as a business owner located at 188 Harbord Road, which is just around the corner to the left of the proposed loading zone, I would like to highlight that parking concerns along Harbord Road, particularly when heading towards Pittwater Road, have a greater impact on our operations than the loading zone itself.</p> <p>Currently, parking on the right-hand side of Harbord Road (towards Pittwater Road) is limited to 8P, while the left-hand side offers unlimited parking. This arrangement creates daily challenges for both our customers and staff when seeking available parking spaces.</p> <p>I have previously contacted the council to request that the left-hand side of Harbord Road also be converted to 8P parking. Implementing this change would prevent trucks, buses, caravans, trailers, and similar vehicles from occupying these spots for extended periods.</p> <p>I respectfully request the council's consideration of this issue and look forward to your response.</p>	<p>Council acknowledges the concerns regarding current 8P parking restrictions on the right-hand side of Harbord Road (towards Pittwater Road) but unrestricted parking on the left-hand side. Council will investigate this request as a separate matter and assessment will be undertaken to determine the suitability of any changes.</p>

**ATTACHMENT 2 : MILES STREET, BROOKVALE - TABLE OF CONSULTATION - ITEM 4.2 - NORTHERN BEACHES  
COUNCIL LOCAL TRANSPORT FORUM - 2 DECEMBER 2025**

<p>Loss of parking</p>	<p>Completely against, why should one business benefit, several others in the area have customers during these hours which will now be excluded, the school across the road one cannot park, there is limited parking in Brookvale, the roads are in terrible repair especially Wattle Road. It is one business that will benefit and 20 others will be negatively impacted.</p> <p>Why not go the other way and allow deliver vehicles unrestricted access from 10pm-5am reduce congestion, owners/tenants taking deliveries can open in the quieter times.</p> <p>Take parking from the street where business in Harbord Road, Miles Street, Ethel Road, Wattle Road have customers bases during hours of operations is utter madness. But based on past form would expect this is just a lip service exercise and Northern Beaches Council will further clog the industrial/business hub, up rates and generally put us all out of business.</p>	<p>Currently there is no designated Loading Zone along Miles Street, Brookvale. The proposed Loading Zone is intended to improve access for delivery vehicles and enhance operational efficiency for a number of local businesses. Council believes this initiative will support the overall functioning of the area's commercial activities while enhancing safety.</p>
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<b>ITEM 4.3      MANLY ELECTORATE - MANLY WARD - THE WALK, BALGOWLAH HEIGHTS - NO PARKING RESTRICTIONS</b>
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**GEOCODES: -33.802420, 151.256718**

## **REPORT**

### **BACKGROUND**

The Walk is a narrow street in Balgowlah Heights that has accessibility limitations, parking issues and safety concerns. Council has reviewed the existing signage in The Walk and found it to be non-compliant with current standards, making it unenforceable. In addition, without intervention, there are concerns that access to driveways may be obstructed and vehicle movement along The Walk may be restricted.

### **LOCATION**

- The Walk, Balgowlah Heights, is a narrow two-way local road that provides vehicular access to residential properties between Beatrice Street and the rear of properties fronting Gordon Street.
- The carriageway width is constrained and does not allow two vehicles to pass comfortably when cars are parked on one side of the road.
- There are no formal footpaths on either side of the road, and pedestrians share the roadway with vehicles, increasing the importance of maintaining clear sight lines and safe passing space.

### **ISSUES**

Unregulated parking along The Walk has resulted in vehicles obstructing driveway access, restricting two-way vehicle movement and reducing visibility for both motorists and pedestrians. The narrow carriageway and absence of footpaths increase the need to maintain clear kerb space for safe access by residents, visitors, service and emergency vehicles.

### **PROPOSAL**

Council has reviewed the location and issues and proposes installing No Parking restrictions along the northern side of the Walk and around the western end of the road to improve two-way traffic flow and property access. Additionally, a statutory 10m No Stopping zone will apply at the Beatrice Street intersection to maintain sight distance and ensure safe vehicle movements.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

### **PARKING IMPACT STATEMENT**

This proposal will result in the following impact(s) and /or benefits to the provision of parking availability:

- The proposal does not remove any legal parking spaces, only preventing parking across the existing property driveways.
- The proposal will improve access and vehicle movement along The Walk by preventing parking in constrained sections and ensuring driveways and sight lines remain unobstructed.

### **CONSULTATION**

Consultation letters have been distributed to 12 properties within the immediate vicinity of the location providing notification of the proposed changes. Responses were provided by 3 customers with 2 against and 1 in favour of the proposal with the comments noted in Attachment 2 – Table of Consultation.

### **FINANCIAL CONSIDERATIONS**

If approved, this proposal will be funded from the new signs and lines budget.

### **ENVIRONMENTAL CONSIDERATIONS**

No adverse environmental impacts are expected from approval of this proposal.

### **TIMING**

The proposal will be installed within 3 months of approval.



### **RECOMMENDATION**

That the Traffic Committee supports the:

1. Installation of No Parking restrictions along the northern side of the Walk and around the western end of the road to support safer two-way movement and improved access to properties.
2. Statutory 10m No Stopping restriction applies at the intersection with Beatrice Street to maintain sight distance and safe vehicle movements.

<b>Reporting officer</b>	Traffic Engineering Coordinator
<b>TRIM file ref</b>	2025/720778
<b>Attachments</b>	1 The Walk, Plan 2 The Walk, Balgowlah Heights - Table Of Consultation



	<b>PROPOSAL</b>		 northern beaches council	
	Beatrice Street (The Walk), Balgowlah Heights No Parking Restrictions			
	DRAWN	GG		APPROVED
	LAYOUT	1 OF 1		REVISION NO. A DATE 10/11/2025

### Table of Consultation

<b>Address</b>	<b>The Walk, Balgowlah Heights</b>
<b>Proposal</b>	<b>No Parking Restrictions</b>

<b>Properties Consulted</b>	12
<b>Responses Received</b>	3
<b>Support</b>	1
<b>Do Not Support</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Extent of Proposed Restrictions & Loss of Parking	I agree with the restriction on the northern side of The Walk, but I do not support extending it at the western end, as parking is already limited. Parking on Beatrice Street is also an issue, particularly due to permanently parked trailers and high demand from nearby housing. These problems often block or restrict driveway access and reduce pedestrian visibility. I suggest marked parking bays on Beatrice Street to improve access and safety.	Council notes the support for restrictions on the northern side of The Walk and acknowledges concerns regarding parking loss at the western end. The proposal aims to improve access and safety for all road users by ensuring clear passage where road width is limited. Feedback regarding long-term trailer parking and marked parking bays on Beatrice Street has been noted and will be referred to the relevant team for separate investigation.
Access for Service Vehicles	We have been residents for 18 years without signs, however we now need Council's help as proposed. If you can keep the 3 car parking on the eastern side (as per you photo), that allows AusGrid (attending their Green box), Police, Real estate agents, pool cleaners and your own rangers, to continue to access the laneway without obstructing the driveways etc that would be great.	Council acknowledges the request to retain limited parking on the eastern side to support access for service and utility vehicles. This feedback will be considered in finalising the design to balance access needs and driveway clearance.
Opposition to 'No Stopping' Proposal Considered Excessive	I do not support the proposed 'No Stopping' signs, as they are excessive for a quiet dead end street with minimal traffic. These restrictions would prevent short stops for drop-offs, deliveries and access, even though parking is already not possible due to the ditch and driveways. Issues are rare and usually resolved between neighbours. I believe the signage is unnecessary and propose that no signs are installed.	Council acknowledges the objection to the proposed 'No Stopping' restrictions. Based on community feedback, Council will revise the proposal to 'No Parking'. This will maintain clear access while still allowing short-term stopping for drop-offs, pick-ups and emergency access. The physical constraints raised will be reviewed to ensure restrictions remain appropriate and proportionate to access and safety needs.

**ITEM 4.4 MANLY ELECTORATE - CURL CURL WARD - AITKEN AVENUE, QUEENSCLIFF - CONTINUOUS FOOTPATH TREATMENT**

**GEOCODES:** -33.782890, 151.280476

**REPORT**

**BACKGROUND**

Council is currently delivering a new active transport bridge adjacent to Pittwater Road in Queenscliff over Manly Lagoon, with construction expected to finish by April 2026.

This project forms part of the regional active transport corridor between the Brookvale and Manly strategic centres. A priority crossing facility is required to safely connect the new bridge with the existing shared path towards Brookvale.

The proposed works are in line with Council's Move Northern Beaches Transport Strategy and the Northern Beaches Bike Plan.

**LOCATION**

- Aitken Avenue is a local residential cul-de-sac with a sign posted speed limit of 50km/h and 7-day average daily traffic volume of 315 vehicles
- Aitken Avenue connects with Pittwater Road at a T-intersection with a give-way control
- The shared path on the eastern side of Pittwater Road has a 7-day average daily traffic volume of 459 bicycles, and an estimated 250 pedestrians daily

**ISSUES**

Lack of a safe crossing and poor connectivity between the new active transport bridge and existing shared path on Pittwater Road, given the large volumes of people walking and bike riding along this corridor.

**PROPOSAL**

Council has undertaken a review of the location and issues, and proposes to install a continuous footpath treatment to provide a safe crossing for people walking and bike riding.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will improve the regional bike route between Brookvale and Manly by providing priority for bike riders at the Aitken Avenue intersection
- The proposal is a new pedestrian facility and will significantly improve pedestrian amenity and safety

**PARKING IMPACT STATEMENT**

This proposal will result in the following impact(s) and /or benefits to the provision of parking availability:

- The continuous footpath treatment does not remove any parking and is positioned to take advantage of the existing no stopping restrictions.

## CONSULTATION

The Queenscliff Active Transport Bridge project was exhibited to the community through YourSay between 21 November and 19 December 2024, receiving 190 responses.

There was strong community support for the project, and respondents highlighted the need for the proposed bridge to integrate with the surrounding active transport network including a crossing at Aitken Avenue.

There were some negative comments related to rider behaviour in general and the impact on pedestrians by E-bikes, which are educational and compliance type responses. There were also comments related to Council expenditure (noting consultation was undertaken during the SV process). One comment did not support the crossing as it would encourage poor rider behaviour.

More information can be found in the attached Community and Stakeholder Engagement Report.

## FINANCIAL CONSIDERATIONS

This proposal forms part of the Queenscliff Active Transport Bridge project which is funded through a NSW Government grant.

## ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

## TIMING

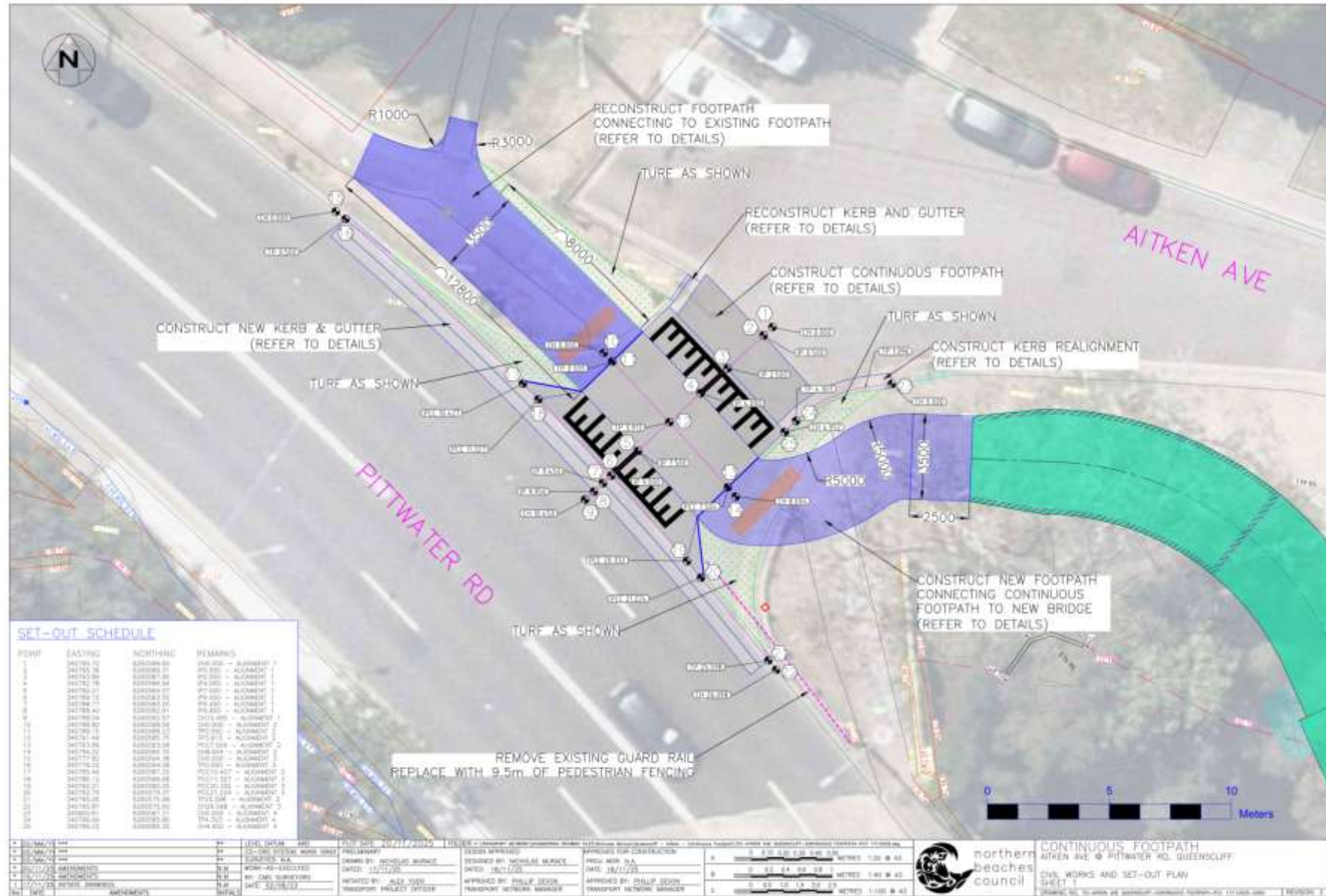
The proposal will be installed within 6 months of approval.

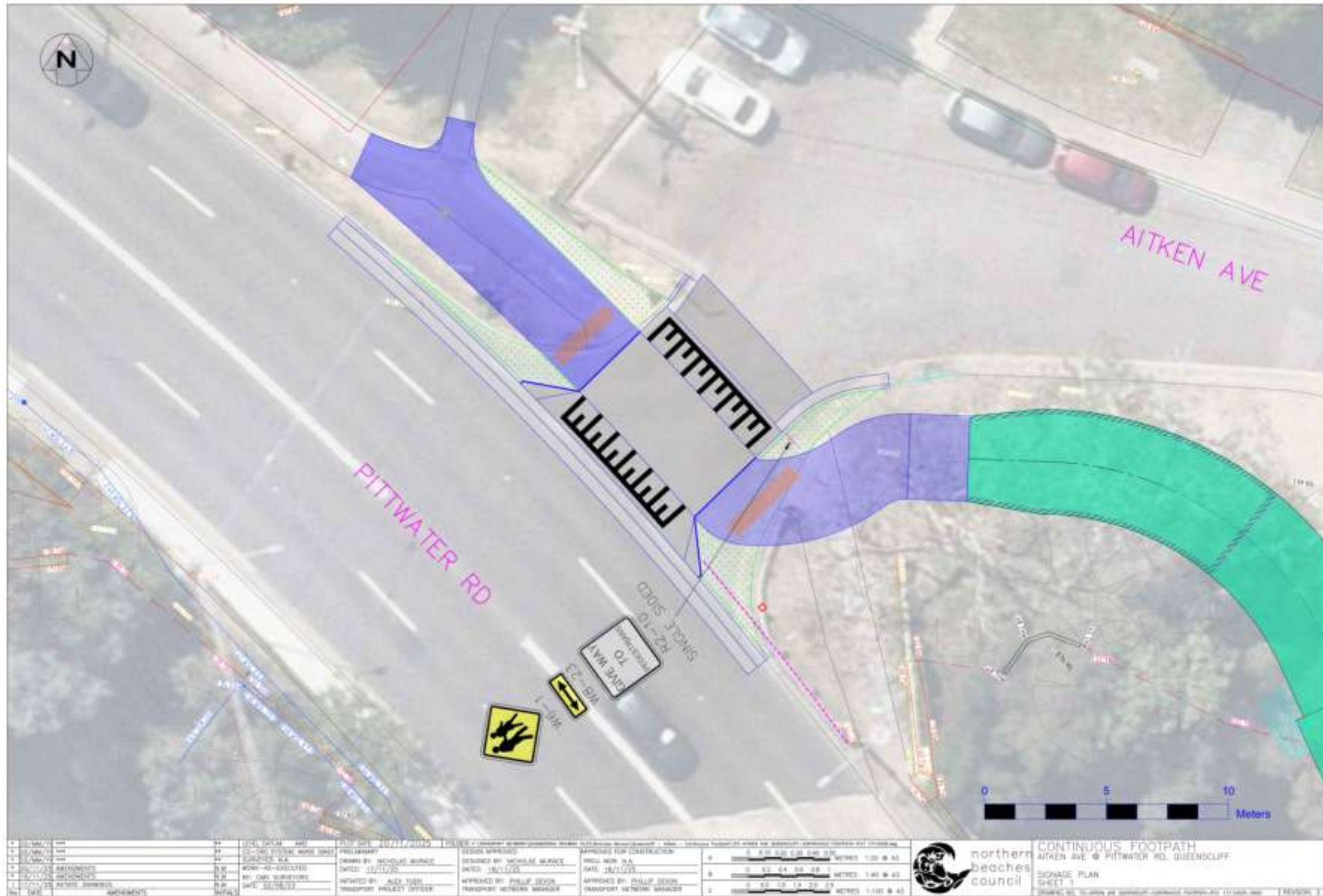
## RECOMMENDATION

That the Local Transport Forum supports the:

1. Installation of a continuous footpath treatment (shared environment intersection) and associated statutory restrictions at Aitken Avenue near Pittwater Road, Queenscliff

<b>Reporting officer</b>	Manager, Transport Network
<b>TRIM file ref</b>	2025/765801
<b>Attachments</b>	1 Civil Design 2 Community and Stakeholder Engagement Report







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## Community and Stakeholder Engagement Report

### Pittwater Road, Queenscliff - Pedestrian and cycle bridge (Stage 2 of 2)

Consultation period: 21 November to 19 December 2024

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## 1. Summary

This report outlines the outcomes of community and stakeholder engagement as part of a Stage 2 proposal to improve walking and bike riding connections over Manly Lagoon in Queenscliff.

In 2022, we proposed a 3 metre wide bridge for walkers and bike riders on Pittwater Road, Queenscliff, as part of the Move – Northern Beaches Transport Strategy. The proposal received strong community support, with 94% of 285 respondents favouring the bridge during Stage 1 consultation. Safety concerns with the existing narrow structure were the primary reasons of this support. As a result, the project secured a \$3.95 million grant from Transport for NSW's Get NSW Active program for 2023/24.




As part of Stage 2, we exhibited the concept design and artist impressions for a revised 4 metre wide bridge between 21 November and 19 December 2024, receiving 190 responses.

Safety remained the predominant concern, with most respondents supporting the project due to the hazardous conditions of the existing narrow crossing. While there was broad agreement on the need for a new bridge, opinions were divided on certain design elements. Many respondents felt the proposed 4 metre width was insufficient and advocated for wider pathways and separate lanes for walkers and bike riders. Others raised concerns about potential conflicts between users, particularly regarding e-bike speeds and the need for clear guidelines on shared use.


Environmental preservation was also a key theme, with strong community sentiment around protecting the jacaranda tree, mangroves, and the lagoon's natural landscape. Cost considerations featured prominently in feedback, with respondents questioning funding sources and suggesting more cost-effective alternatives. Additionally, there were practical concerns about how the bridge would integrate with existing paths, particularly at Aitken Avenue and Queenscliff Road. Some respondents highlighted potential collision risks at entry and exit points and called for improved connections to the surrounding path network.

While there is strong community support for improving the bridge crossing, feedback indicates a desire for a solution that prioritises safety, environmental protection, and cost-effectiveness. The project team will use this input to refine the design.

### 1.1. Key outcomes

 Total unique responses	190*	
 How responses were received	Comment form Written responses (email/letter)	Completions: 186 Number received: 4
 Feedback themes	Safety concerns Design feedback User conflicts	Environmental considerations Cost and feasibility Integration with existing paths

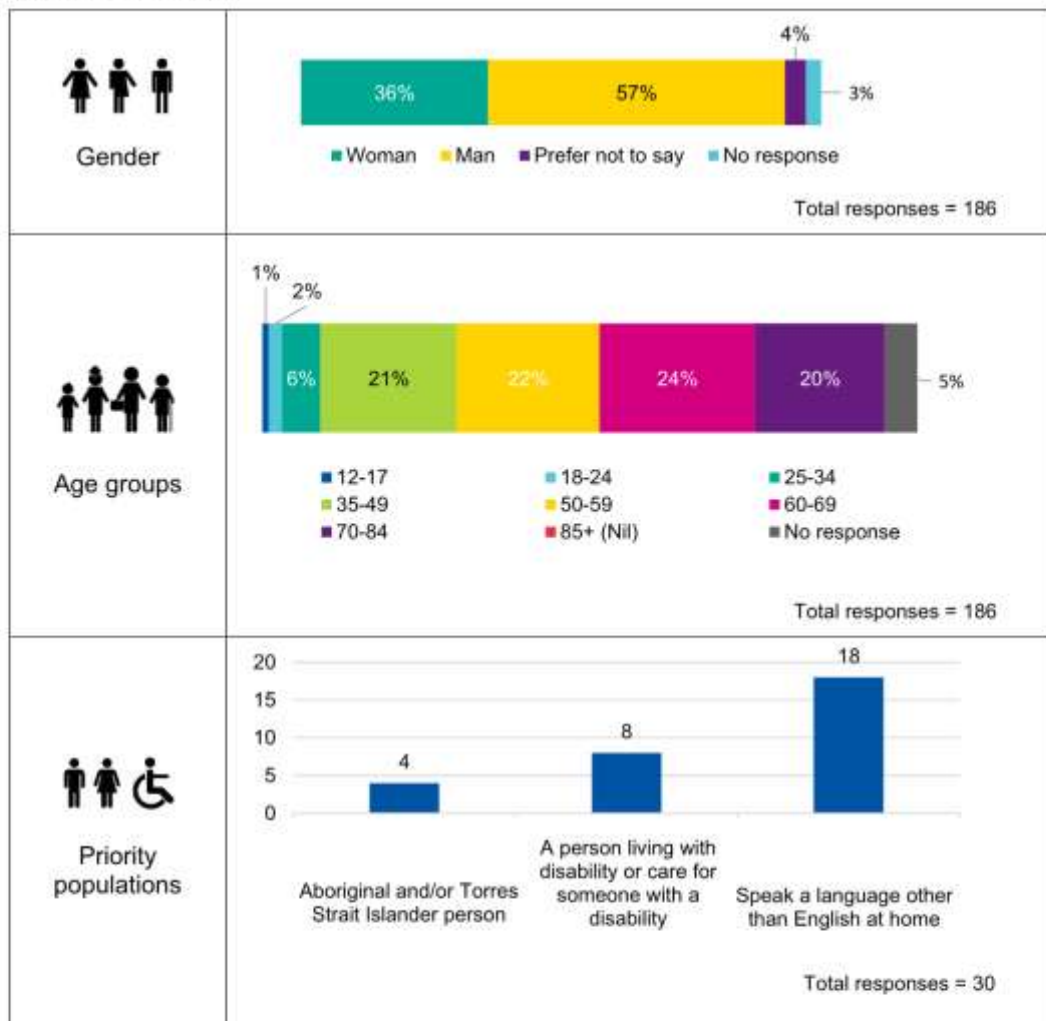
### 1.2. How we engaged

 Have Your Say: visitation stats	Visitors: 2,021	Visits: 2,478	Average time onsite: 1 minute 25 seconds
 Print media and collateral	Letterbox drop: 2095, 2096 and 2100 Site signs used		Distribution: 282 Number of signs: 6
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 1 edition Council (weekly) e-News: 2 editions The Wave Disability Newsletter: 1 edition KALOF Newsletter: 1 edition		Distribution: 21,900 subscribers Distribution: 57,600 subscribers Distribution: 1,390 subscribers Distribution: 1,730 subscribers
 Key stakeholder engagement	Pedestrian Council Bicycle NSW Stella Maris College NBSC Mackellar Girls Campus		Emails: 9

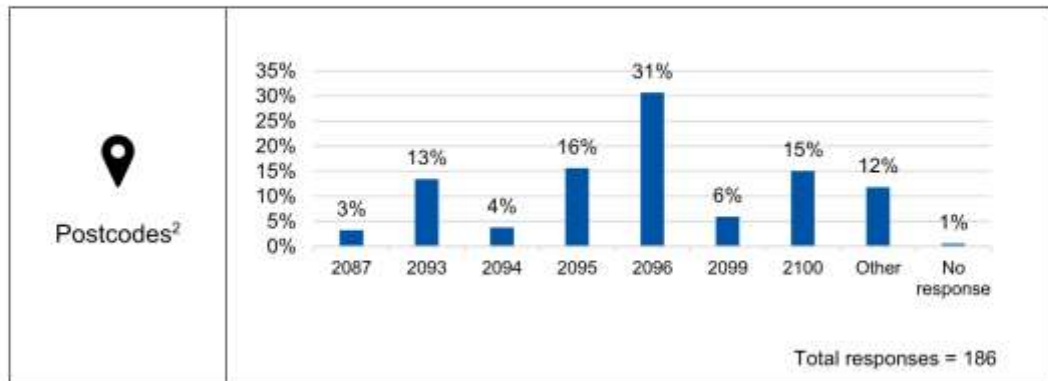
\* Duplicate entries are only counted once.

	Manly Vale Public School Manly Village Public School Manly Lagoon Friends Manly Community Forum Friends of Manly
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### 1.3. Who responded<sup>1</sup>



<sup>1</sup> Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail.



## 2. Background

In 2022, we proposed the construction of a 3 metre wide pedestrian and cycle bridge on Pittwater Road, Queenscliff, as part of our Move – Northern Beaches Transport Strategy. This initiative was driven by community requests for improved cycling safety over Manly Lagoon.

During Stage 1 community engagement, we received 285 responses, with an overwhelming 94% expressing support for the bridge. Key concerns included safety risks, the existing bridge's narrow width and close proximity to traffic as well as conflicts between bike riders and walkers. This valuable feedback informed our successful application for Get NSW Active funding from Transport for NSW, securing a \$3.95 million grant for the project.

Since then, we have completed a Review of Environmental Factors to assess and mitigate potential environmental impacts. We have also worked closely with the appointed contractor to develop a concept design featuring a wider 4 metre bridge.

As part of Stage 2 community consultation, we sought additional feedback on the concept design. The exhibition showcased the proposed bridge, which will span Manly Creek on Pittwater Road, connecting the shared paths at Aitken Avenue and Hinkler Park. The project also includes a new raised shared-user crossing at Aitken Avenue, further enhancing safety and accessibility for pedestrians and cyclists.

## 3. Engagement objectives

Community and stakeholder engagement aimed to:

- build community and stakeholder awareness of participation activities around improving connectivity and safety
- provide accessible information so community and stakeholders can participate in a meaningful way
- identify community and stakeholder concerns, local knowledge and values, especially from key stakeholders and frequent users of the area
- seek out and facilitate the involvement of those affected by or interested in a project.

<sup>2</sup> Other refers to postcodes with 5 or fewer responses, and includes 2062, 2063, 2073, 2086, 2108, 2092, 2097, 2101, 2102, 2103, 2107, 2085

## 4. Engagement approach

Community and stakeholder engagement for the Pittwater Road, Queenscliff - Pedestrian and cycle bridge was conducted between 21 November and 19 December 2024 and consisted of a series of activities that provided opportunities for community and stakeholders to contribute.

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

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

The project was primarily promoted through our regular email newsletter (EDM) channels.

Feedback was captured through an online comment form embedded onto the Have Your Say project page. The form included an open-field comments box for community members to share any feedback on the project they wished to contribute.

Email and written comments were also invited.

### 4.1. Reaching diverse audiences

A thorough stakeholder mapping exercise was completed to identify and understand the needs of the whole community.

It was determined for this project that it was particularly important to hear from local residents, schools within the catchment area, key stakeholders and resident groups. Our transport officers also met with Bicycle NSW to discuss the project and received their overall support.

We sought feedback on the project through several other activities including:

- information was provided on Council's Have Your Say project page
- direct key stakeholder notification
- direct school notifications
- direct contact with local business
- letterbox drops to nearby residents
- direct contact with resident associations
- displays of onsite notification posters
- Mayor's weekly e-news.

## 5. Findings

The community engagement process revealed several key themes regarding the proposed Queenscliff pedestrian and cycle bridge project. Safety emerged as the top priority, with strong support for improvements to address the hazardous conditions of the existing narrow crossing. Many respondents, particularly parents, highlighted frequent near misses between walkers and cars, reinforcing the need for a safer, more accessible connection.

The bridge design received mixed feedback. While some respondents appreciated the aesthetic appeal of the proposed arch, others felt it was unnecessarily complex and suggested simpler alternatives, such as designs similar to the Narrabeen Lakes bridge. The

proposed 4 metre width also raised concerns about whether it would provide sufficient space for users. Additionally, respondents questioned the potentially sharp turns at the bridge entrances and the need to reduce conflicts between walkers and bike riders, particularly regarding e-bike speeds and the benefits of dedicated lanes.

Financial concerns were a major point of discussion, with many questioning the overall cost of the project and its source of funding, in light of proposed rate increases. Some community members suggested widening the existing path. Environmental considerations also featured prominently, with respondents emphasising the importance of preserving the lagoon, protecting existing trees - particularly the jacaranda - and maintaining the local ecosystem.

Connectivity and integration with surrounding infrastructure were major concerns. Respondents suggested improved links to existing pathways and better crossings at Aitken Avenue and Queenscliff Road. Other suggestions included minor upgrades to the current bridge and exploring alternative crossing locations.

While there was broad support for improving safety and accessibility, opinions varied on the project's design, cost and urgency. Some community members viewed the project as an immediate priority, while others questioned its necessity compared to other infrastructure needs.

The project team will carefully review this feedback to refine the bridge design, improve connectivity, and address environmental concerns as we move forward.

**Table 1: Issues, change requests and other considerations**

Theme	Issues, change requests and other considerations raised	Council's response
Safety and accessibility	The majority of respondents supported the project, mentioning safety concerns related to the existing narrow crossing.	Noted, the bridge has been designed in response to community concerns about the proximity of traffic in this area.
Design feedback	While many supported the proposed bridge, views were mixed on the arch design and 4 metre width. Several respondents advocated for wider pathways and dedicated lanes for walkers and bike riders.	The self-supporting arch design is in response to ecological concerns about the placement of piers within the lagoon. The 4 metre width is in line with Transport for NSW design guidelines and has been shown to work well within the new shared-use bridge across Narrabeen Lagoon. Dedicated lanes are unlikely to be respected, however, a central delineation line will be incorporated to encourage 2-way traffic to keep left.
User conflicts	Concerns were raised about potential conflicts between users, particularly regarding e-bike	Signage and line marking will be incorporated to slow bike riders and remind them of

	speeds and the need for clear guidelines on shared use.	their responsibilities. Council is continuing its education campaign for e-bike riders and will continue to advocate to Government for appropriate legislation around their use and ownership.
Cost and feasibility	Many questioned the project's funding and suggested exploring more cost-effective alternatives.	This project is fully funded by a Get NSW Active grant from Transport for NSW. A separate bridge keeps walkers and bike riders away from traffic and does not require additional piers in the water or costly changes to the ageing structure of the existing bridge, whilst meeting current design standards.
Environmental considerations	Respondents emphasised the importance of protecting the jacaranda tree, mangroves, and the lagoon's natural landscape.	A Review of Environmental Factors (REF) was carried out and the recommendations have been incorporated into the design. The jacaranda tree will not be affected and the impact to the mangroves and other vegetation in the area will be kept to a minimum in line with the REF.
Integration with existing paths	Feedback highlighted potential collision risks at entry and exit points, particularly at Aitken Avenue and Queenscliff Road. Improved connections to existing pathways were requested.	Noted, the bottleneck near Mulatto Coffee and the intersections at Eurobin Avenue and Queenscliff Road will be subject to a future investigation.

During the consultation, Council received a number of questions either through direct contact or within feedback received.

**Table 2:** Questions raised and Council's answers

Question raised in feedback	Council's answer
Can you confirm and ensure that the beautiful jacaranda tree at the end of Aitken Avenue will not be affected by the building of this bridge.	The design will not require the existing jacaranda tree to be removed although some of the lower boughs may need to be pruned back to ensure there is adequate clearance for walkers and bike riders to pass underneath. This will be confirmed during detailed design.
Is there anything planned for further to the north (between Aitken Ave and Queenscliff Road) where the footpath/cycleway is also adjacent to the road and fast-moving traffic?	There are currently no plans for the existing shared-user path between Aitken Avenue and Queenscliff Road.
Could the new bridge have separated cycling and pedestrian lanes?	Delineated lanes for walkers and bike riders are unlikely to be respected by either and may even encourage unwanted behaviour such as an increase in speed if users believe they have a lane to themselves. There is also no legislation that allows this arrangement to be enforced. A central dashed line as per the Transport for NSW guidelines will be incorporated to encourage users to keep left.
What are the regulations around speed on shared cycle and pedestrian routes?	The Road Rules that relate to travelling on a shared path can be found here: <a href="https://legislation.nsw.gov.au/view/html/inforce/current/si-2014-0758#sec.242">https://legislation.nsw.gov.au/view/html/inforce/current/si-2014-0758#sec.242</a>  There are no specific regulations about speed but walkers always have priority and bike riders are advised to travel at a speed appropriate for the conditions.
Why can't you just fix and extend the current bridge that is there?	Widening the existing bridge would require substantial additions and alterations to the existing ageing structure and would not meet current flood design levels. Its construction would have a significant impact on the operation of Pittwater Road and require additional piers to be built in the ecologically sensitive lagoon.
Why does the bridge need to be so offset from the existing bridge rather than sitting adjacent but more direct line of travel?	To meet the required 1 in 100 year flood level, the bridge needs to be higher than the existing road bridge (that was constructed to previous standards). The maximum gradient allowed for the ramps is 1:14. If the proposed bridge was positioned parallel to the road there would not be enough space at the northern end to construct the ramp without

	exceeding the maximum allowed gradient. The current alignment is the closest the bridge can be positioned whilst maintaining the 1:14 gradient for the ramp.
Will there be any lighting at each end of the bridge or low lighting to illuminate the path along the bridge?	Like the recently constructed bridge across Narrabeen Lagoon adjacent to Pittwater Road, low level lighting will be incorporated within the handrail.
Is there any update on when the Oliver St bike path will be completed?	The latest project information is available on our project page: <a href="https://yoursay.northernbeaches.nsw.gov.au/curl-curl-freshwater">https://yoursay.northernbeaches.nsw.gov.au/curl-curl-freshwater</a>
Can we put a physical barrier on the existing bridge?	Pedestrian fencing was considered; however, a separate bridge was progressed to address the safety and accessibility issues of the existing narrow footpath including conflicts between people walking and bike riding.
Why was the eastern side chosen rather than the western side?	This project is focusing on the regional shared-user path connection between Warringah Mall and Manly which runs on the eastern side of Pittwater Road. Wayfinding will be provided to encourage people walking and bike riding to use the eastern side of Pittwater Road.
It would be good if there could be an interpretive plaque erected near the bridge commemorating the former tramway bridge that crossed the lagoon nearby - it carried steam trams operating to Brookvale from 1907 and later electric trams to Narrabeen.	Noted. We are currently collaborating with our Heritage team to conduct further investigation.

## Appendix 1 Verbatim community and stakeholder responses\*

To view all verbatim comments, please click the link below:

<https://eservices.northernbeaches.nsw.gov.au/ePlanning/live/Common/Output/Document.aspx?t=webdoc&id=8kxFNPmABF4V0A60ki4OEG==>

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

Document administration	
Version	1.0
Date	17 February 2025
Approval	Content provided and approved by Major Infrastructure Project Team. Responsible manager: Andrew Camarsh
Status	Final
Related Projects	Northern Beaches Bike Plan
Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.

**ITEM 4.5      PITTWATER ELECTORATE - PITTWATER WARD - 4 MCCARRS CREEK ROAD, CHURCH POINT - TIMED PARKING**

**GEOCODES:** -33.647829, 151.279271

**REPORT**

**BACKGROUND**

Council has reviewed the availability of on-street parking for residents due to the long-term parking of vehicles on McCarrs Creek Road, Church Point.

**LOCATION**

- McCarrs Creek Road between Pittwater Road in Church Point and the Ku-ring-gai Chase National Park boundary near Church Point (Cicada Glen Creek) was reclassified from a State Road to a Regional Road on the 1st July 2012, with the transfer of care and control to the Northern Beaches Council.
- The section of road under consideration has a 50km/h speed limit.
- The sealed pavement width is generally 6.5m wide, and the road contains several sharp, alternating curves in succession, with Dividing Barrier Lines and Edge Lines installed along most sections of the road.
- There are no signposted parking controls for on-street parking in the immediate area. Parking is intermittent along the section of the road where the road is wide enough to enable parking on the road shoulder.
- There are no formal footpaths and generally no kerb and gutter.
- The land use of the surrounding area is predominantly low-density residential housing.
- There are a number of steep, skewed, and concealed driveways that run off McCarrs Creek Road, providing access to single and multiple properties.
- The 155 Bus Services operate along this section of McCarrs Creek Road.

**ISSUES**

There are limited on-street parking opportunities for residents and visitors due to long-term parking of boats, trailers, and vehicles.

**PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install approximately 80m of “4P 6am-10pm Everyday” restrictions, between No.4A and 12 McCarrs Creek Road; along with 6m of “No Parking” restrictions east of the driveway of No.12.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impact on walking paths

**PARKING IMPACT STATEMENT**

This proposal will result in the following impact(s)and /or benefits to the provision of parking availability:

- 1x parallel parking space east of No. 12’s driveway will be removed due to sightline issues

- Approximately 9x on-street parking spaces on the northern side of McCarrs Creek Road between No. 4 to No. 12 will be subject to 4-hour Timed Parking restriction from 6am to 10pm, improving turnover for local residents and visitors to Botham’s Beach.

**CONSULTATION**

Consultation letters have been distributed to 26 properties within the immediate vicinity of the location and the representative for Scotland Island Residents Association providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation. Note that almost all objections are submitted by offshore residents and the majority of onshore residents have shown support for the Timed Parking restrictions, although some of them have requested to relax the 4-hour duration.

**FINANCIAL CONSIDERATIONS**

If approved, this proposal will be funded from the new signs and lines budget.

**ENVIRONMENTAL CONSIDERATIONS**

No adverse environmental impacts are expected from approval of this proposal.

**TIMING**

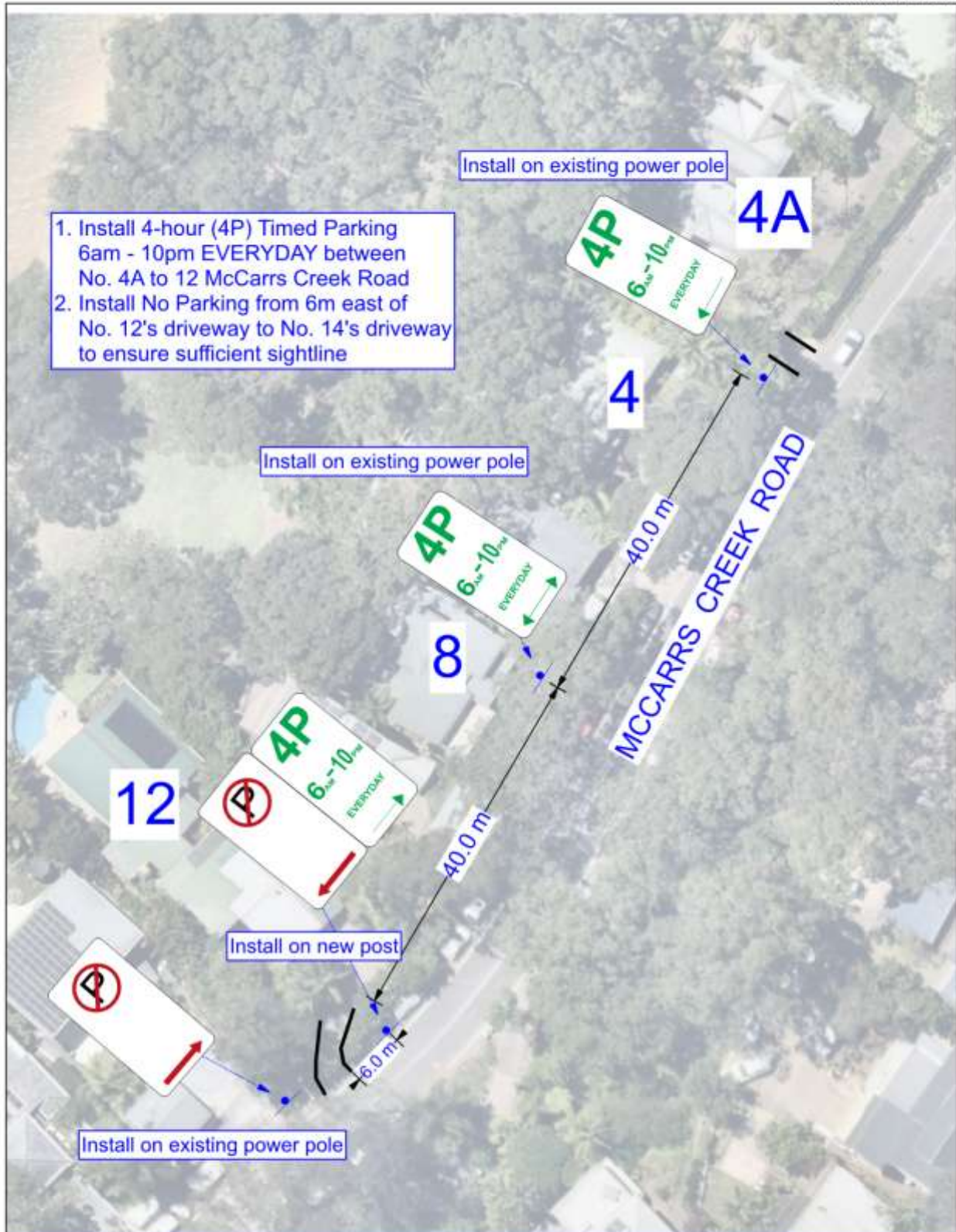
The proposal will be installed within 3 months of approval.

**RECOMMENDATION**

That the Local Transport Forum supports the:

1. Installation of “4P 6am-10pm Everyday” restrictions between No. 4A and 12 McCarrs Creek Road
2. Installation of 6m of “No Parking” restrictions east of the driveway of No.12.
3. Review the implementation in 6 months to determine the effectiveness of the restrictions.

<b>Reporting officer</b>	Manager, Transport Network
<b>TRIM file ref</b>	2025/455950
<b>Attachments</b>	1 Plan 2 Table of Consultation



1. Install 4-hour (4P) Timed Parking 6am - 10pm EVERYDAY between No. 4A to 12 McCarrs Creek Road
2. Install No Parking from 6m east of No. 12's driveway to No. 14's driveway to ensure sufficient sightline



PROPOSAL					
4 McCarrs Creek Road, Church Point No Parking and Timed Parking					
DRAWN	LC	APPROVED	PD		
LAYOUT	1 OF 1	REVISION NO.	A	DATE	16/01/2025



### Table of Consultation

<b>Address</b>	<b>4 McCarrs Creek Road, Church Point</b>
<b>Proposal</b>	<b>Timed Parking Restrictions</b>

<b>Properties Consulted</b>	26
<b>Responses Received</b>	187
<b>Support</b>	27
<b>Do Not Support</b>	161

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
On-street Parking Availabilities for Offshore Residents	<p>I have a Church Point permit and a mobility permit and still find it hard to find parking at times, particularly when functions are on at Pasadena and even more so in summer. To quarantine even more parking for such a large bandwidth and, as far as I can tell, not exempt Church Point permit holders is not acceptable.</p> <p>I live on Scotland island and taking away parking because people don't want someone else parking outside their house when there is limited parking for our friends and family and visitors who can't afford the high parking costs, is not only a bad idea but also quite selfish. We should all be trying to help each other.</p> <p>By limiting parking at the beginning of McCarrs Creek road you don't solve the problem, you just push it further up the road. How about limit some of the old car park to offshore residents only. How many is that? 350? That would still leave 100 spots for onshore residents and day visitors/pasadena. By giving offshore residents the parking they need, you solve the problem of people having to leave their cars on McCarrs Creek Road for longer periods of time.</p>	<p>This proposal aims to address localised issues for approximately 10x spaces within the unsealed road shoulder along residential property frontages. It is not expected that the proposed traffic changes would significantly impact the overall amenity of offshore residents who mostly park at off-street carparks. Council aims to provide equitable parking opportunities to all user groups by adopting a range of time restrictions to promote better turn-over rates and parking utilisation. Church Point Parking Permit holders are exempt from most of the time parking restrictions, limiting their effectiveness in achieving the desired turn-over for visitors and other short-term parking demands. Should both Church Point Carparks be fully occupied, there are several overflow carpark options available in Bayview with direct public transport options.</p>

	<p>Cars are not long term parked as they are primarily offshore residents cars parking overnight that cannot get a car space at Church Point on their way home. Often this is the only option for these residents to park to get home at night. A number of residents who live here have moved their boat trailers onto the road reserve thereby removing parking by others. Each house must provide 2 off street parking spaces and are therefore provided for. Offshore residents however must purchase a parking sticker to park at Church Point and compete for parking with visitors to the venues for functions and dining, making parking unavailable. It is considered totally unreasonable to keep removing parking from adjoining areas used as a spillover on a regular basis. For example, under the new parking proposal residents returning home after weekend sport say at 4 pm when events are happening at Church Point, would need to return to the parking several times in the evening at 8 pm and/ or midnight etc through the night to legally park. This is unfair treatment and creates unsafe and currently unnecessary vehicle movement of small boat traffic at night. The continued ad hoc removal of parking such as this</p>	
<p>Summary of Submission from West Pittwater Community Association</p>	<p>The 4-hour restriction negatively impacts user groups who need longer parking time. The Association believes there are better measures to mitigate issues caused by long-term parking vehicles. The proposal was not communicated efficiently or broadly with a wide range of both onshore and offshore persons who are required to respond in merely 31 days. Any parking changes should wait until the completion of Church Point Parking Demand Management Strategy Review which will have proper community consultation and discuss optimisation of effective parking opportunities rather than limiting them</p>	<p>Council understands the need to continuously collaborate with local communities to identify strategic goals and design sustainable development frameworks. The Church Point Parking Demand Management Strategy Review would focus more on the recent off-street carpark facilities and their utilisation. The current proposal has been considered a localised matter affecting a limited number of on-street parking in a residential area. The Local Traffic Committee would consider all relevant feedback and whether the proposed changes should be incorporated into the strategy review before implementation</p>

<p>Summary of Submission from Scotland Island Residents Association</p>	<p>Similar to the previous comment, Scotland Residents Association has serious concerns about reduced parking impacts on tradespeople, visitors, boating people accessing moored boats and commuters without a Church Point Parking Permit. There would be a serious impact on offshore residents of a further reduction in parking spaces occurring in an already highly restricted parking situation. Any changes should be considered following the much delayed Church Point Parking Demand Management Strategy Review.</p>	<p>Council understands the need to continuously collaborate with local communities to identify strategic goals and design sustainable development frameworks. The Church Point Parking Demand Management Strategy Review would focus more on the recent off-street carpark facilities and their utilisation. The current proposal has been considered a localised matter affecting a limited number of on-street parking in a residential area. The Local Traffic Committee would consider all relevant feedback and whether the proposed changes should be incorporated into the strategy review before implementation</p>
<p>Impact on Business Operations</p>	<p>I use these parking spaces a lot. Being in the boating industry I spend a lot of time at Holme Port Marina during the day and parking anywhere in this area is very difficult especially on the weekends when the marina car park is normally always full. This will affect my business and every business attached to Holme Port Marina and surrounds immensely.</p>	<p>Holme Port Marina manages a private carpark that provides numerous off-street parking capacities. There are also several on-street angled parking spaces in the vicinity for overflow parking needs. Business parking needs should be managed by private owners while sharing available public parking spaces with the other road users.</p>
<p>Affordability of Parking Permits</p>	<p>Parking permits for church point need to be free for all offshore residents before you start restricting other options. First quarter sessions and east view, and now here? Seriously!? Do not change this parking. It's been one of the only unrestricted parking areas available to offshore residents since ever, and hasn't caused any accidents to date - so stop pandering to the rich McCarrs Creek and Church point residents.</p> <p>Not all off shore residents can afford the over-priced parking at Church Point and indeed sometimes there are not enough spaces even when a permit has been purchased.</p>	<p>The scope of this traffic proposal does not include any review of the fees and charges for the parking permits. Any concerns regarding the financial policies should be evaluated via a separate channel.</p>

	<p>Where are all the people that can barely afford the ridiculous rates of church Point car park suppose to leave there car? Why do the residence of mackerel beach get such cheap parking tickets for the year and we have to pay 10x that for MAYBE a spot at church Point? WE ARE IN THE SAME COUNCIL REGION! This is getting ridiculous, i do not support adding this timed parking on mccars Creek road unless the price of a ticket for the church point car park is drastically reduced. I own a ticket for the car park and can sympathise with those who won't pay the price for a ticket, my car was stolen from the car park, it has been over a month and no action yet from council to even look at the cameras by cargo wharf and any surrounding area. What are we paying all this money for if the parking is not secure! This proposal is another cash grab!! I would like to see action taken in ways that will actually benefit the community before stupid ideas like this are brought up.</p>	
<p>Request to Relax Timed Parking Restriction</p>	<p>While we do have problems finding parking in this street area in front of our house, and timed parking would be of benefit to us, I do not support the 4 hour limit. If there was to be a limit I see no reason why it could not be an 8 hour limit. A 4 hour limit would be inconvenient and there is no reason why a 8 hour limit would not serve the same purpose to prevent long term parking.</p> <p>I believe that a more reasonable solution would be to implement an 8H parking limit instead of the proposed 4P. This would allow residents and visitors to park for a more manageable duration, without the constant pressure of having to move their cars every few hours, as would be the case under the current proposal. It would provide a longer window of time for parking without creating the potential for excessive turnover or blocking access to properties.</p> <p>Timed parking will need "Church Point permit holders excepted". This is due to the lack of availability of parking when events are held at the Pasadena / Waterfront Cafe</p>	<p>A similar 4-hour timed parking restriction has been implemented on Eastview Road. However, Council and the LTC may consider implementing a more relaxed parking restriction in a trial period to observe the impacts on residents' welfare</p>

<p>Request to Extend Restriction</p>	<p>I am concerned that the current proposal will place additional pressure on the unrestricted parking zones. I urge the Council to consider implementing timed parking along the entire stretch of the road, not just a limited section. This change, combined with the introduction of a resident-only parking permit system, would ensure that those of us who live here are not unfairly disadvantaged. I support the Council's intention to improve safety and manage parking more effectively, and I agree that non-residents should be encouraged to use the local paid car park rather than monopolising residential streets. I respectfully request that the Council take into account the needs of residents like myself when finalising the parking arrangements.</p> <p>We suggest that the No Parking restrictions be extended to between No 18 McCarrs Creek Rd and No 20 McCarrs Creek Rd as cars regularly park in this area and restrict the sight lines for vehicles departing from No 18 McCarrs Creek Rd.</p> <p>I would also like to see similar on the opposite side as we currently have cars parked permanently</p>	<p>Council has proposed the parking restriction on one side of McCarrs Creek Road where the driveways are located, and for a section of the road that is close to Bothams Beach and Church Point Wharf. The available road shoulder west of the proposed area is wider and less likely to cause safety hazards with inappropriately parked vehicles.</p>
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<p>Supportive Comments</p>	<p>I am a resident of Church Point and a regular visitor to Botham's Beach for sailing activities, and I also regularly take my young kids for a play and a swim at the McCarrs Creek Foreshore Reserve. I am writing to express my support for the proposed traffic changes.</p> <p>This proposal is imperative to give local rate paying residents to have a small zone where there is a chance for visitors, care personnel and support personnel park as opposed to this residential area being parked out for weeks or months by non resident vehicles. Rangers are well aware of the situation and how dangerous it is to find a space when dealing with illegally parked vehicles.</p> <p>We strongly support this proposal. We often visit family who reside in this section of McCarrs Creek Rd and find it very difficult to find a car park. It makes us hesitant to visit because we dont know if we can park when we get there, and as we are elderly, parking further away makes the walk back to this area without footpaths is also difficult.</p>	<p>Council acknowledges major support from residents on McCarrs Creek Road, Eastview Road, and Quarter Sessions Road.</p>
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<p>I do not consider it reasonable that offshore residents can use up parking spaces on mccarrs Creek road for weeks at a time. As a result of this behaviour, visitors to homes in the area cannot find safe and accessible parking. It is up to council to ensure that there is sufficient turnover of parking spots to be fair.</p> <p>We strongly support this proposal. We often visit family who reside in this section of McCarrs Creek Rd and find it very difficult to find a car park. We notice that offshore residents often park in this section of McCarrs Creek Rd for days, weeks and even months at a time, making it unfair on our family who live there. They often park close to the driveway making leaving their property also dangerous as there is very limited line of sight to see vehicles travelling on the road, often fast.</p> <p>I do not consider it reasonable that offshore residents can use up parking spaces on mccarrs Creek road for weeks at a time. As a result of this behaviour, visitors to homes in the area cannot find safe and accessible parking. It is up to council to ensure that there is sufficient turnover of parking</p>	
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<b>ITEM 4.6      PITTWATER ELECTORATE - PITTWATER WARD - SURF ROAD, WHALE BEACH - INDENTED PARKING &amp; LOADING BAYS</b>
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**GEOCODES: -33.61109, 151.33056**

## **REPORT**

### **BACKGROUND**

In December 2021 the Northern Beaches Local Planning Panel gave consent to a Mixed Use development for shop top housing, retail premises with associated carparking and landscaping works. The consent required the developer to lodge plans for Section 138 Roads Act consent for works within the road reserve including a service bay and associated footpath and retaining walls on Surf Road and parking bays and footpath to the east of the site on Surf Road to The Strand. Approval of these plans is required prior to issue of the construction certificate. At the November Local Transport Forum, consideration was given to a set of plans which were not supported. This report is lodged for Transport Forum consideration of amended plans (see attachments 1 & 2) in line with what was suggested at the November meeting as an acceptable alternative.

### **LOCATION**

The subject section of Surf Road is a local road linking Whale Beach Road to The Strand and the Whale Beach beach carpark. Surf Road carries low volumes of traffic at most times however carries higher volumes of traffic during peak periods in summer when the beach is being well used. The road is of variable width but narrows to 5m at its narrowest point. It is on a steep gradient with a hairpin bend where it meets Whale Beach Road.

### **ISSUES**

- The proposed service bay has been moved, as requested by the Local Transport Forum, to a location east of the development's driveway. The service bay is now appropriately sized for truck access and is more appropriately located to allow egress from the bay without crossing into the path of the opposing traffic.
- A small rigid vehicle parked in the service bay will no longer impede visibility to eastbound traffic on Surf Road for drivers exiting the basement carpark serving the development
- There is a footpath being provided on the south side of Surf Road between The Strand and the development's northern boundary. A new section of footpath is also provided on the north side of Surf Road to connect to the existing footpath creating a continuous link to Whale Beach Road. The crossing point between footpaths on the south and north side is not supported by pram ramps on both sides. This will be required before plans are signed off.
- The plans in attachment 1 which show signposting and swept path plots show a section of unkerbed space between the parking bays on the western side of The Strand and Surf Road. The applicant has provided updated architectural plans in attachment 2 which show the kerb and gutter extending across this section to ensure adequate drainage and prevent undesirable parking.
- The developer has provided details for the introduction of 4P time restricted parking in the indented car parking bays and for a Loading Zone restriction in the indented service bay. This plan is attachment 1.
- The eastern side of Surf Road is not currently kerbed and guttered with drainage of the road edge being achieved by a dish drain. The requirement to introduce a footpath on the east side of Surf Road means that kerb and gutter is being introduced. The vertical faced

kerb removes the ability for eastbound vehicles to encroach onto the road edge to avoid an oncoming vehicle. The developer's plans have now been amended to ensure that no less than 5.5m of road width is available on Surf Road and that there is space for a B99 vehicle and a small rigid vehicle to pass.

- Council's Open Space and recreation team had raised concern about the size of the footpath area west of the site's driveway and the revised plans in attachment 2 now meet their requirements.

## **PROPOSAL**

Council has undertaken a review of the location and issues and proposes that the developers plans for an indented service bay and loading zone and for 4 indented carparking bays with a 4P timed parking restriction be approved.

## **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal provides new footpaths which would theoretically enhance pedestrian amenity however the proposed service bay works create or fail to adequately address a number of safety issues for pedestrians as outlined in the issues section of the report

## **PARKING IMPACT STATEMENT**

This proposal will result in the following impact(s) and /or benefits to the provision of parking availability:

- 4 additional parking spaces on Surf Road/The Strand
- 1 service bay accommodating a small to medium rigid vehicle on Surf Road.

## **CONSULTATION**

Consultation regarding this matter was undertaken through the development application assessment with the proposed changes being made to specifically address off street parking shortfall issues and concerns raised through these processes and to fulfil conditions of development consent. Consultation with Council's Waste Services, Property and Open Space teams has taken place with each of these teams supportive of the amended plans.

Additional consultation on the recommended measures with residents has not been undertaken, however Council officers have met with the resident group on site to discuss potential improvements to the proposed works that are now reflected in the recommendations.

## **FINANCIAL CONSIDERATIONS (select options below)**

1. If approved, this proposal will be funded by the developer.

## **ENVIRONMENTAL CONSIDERATIONS**

No adverse environmental impacts are expected from approval of this proposal.

## **TIMING (select options below)**

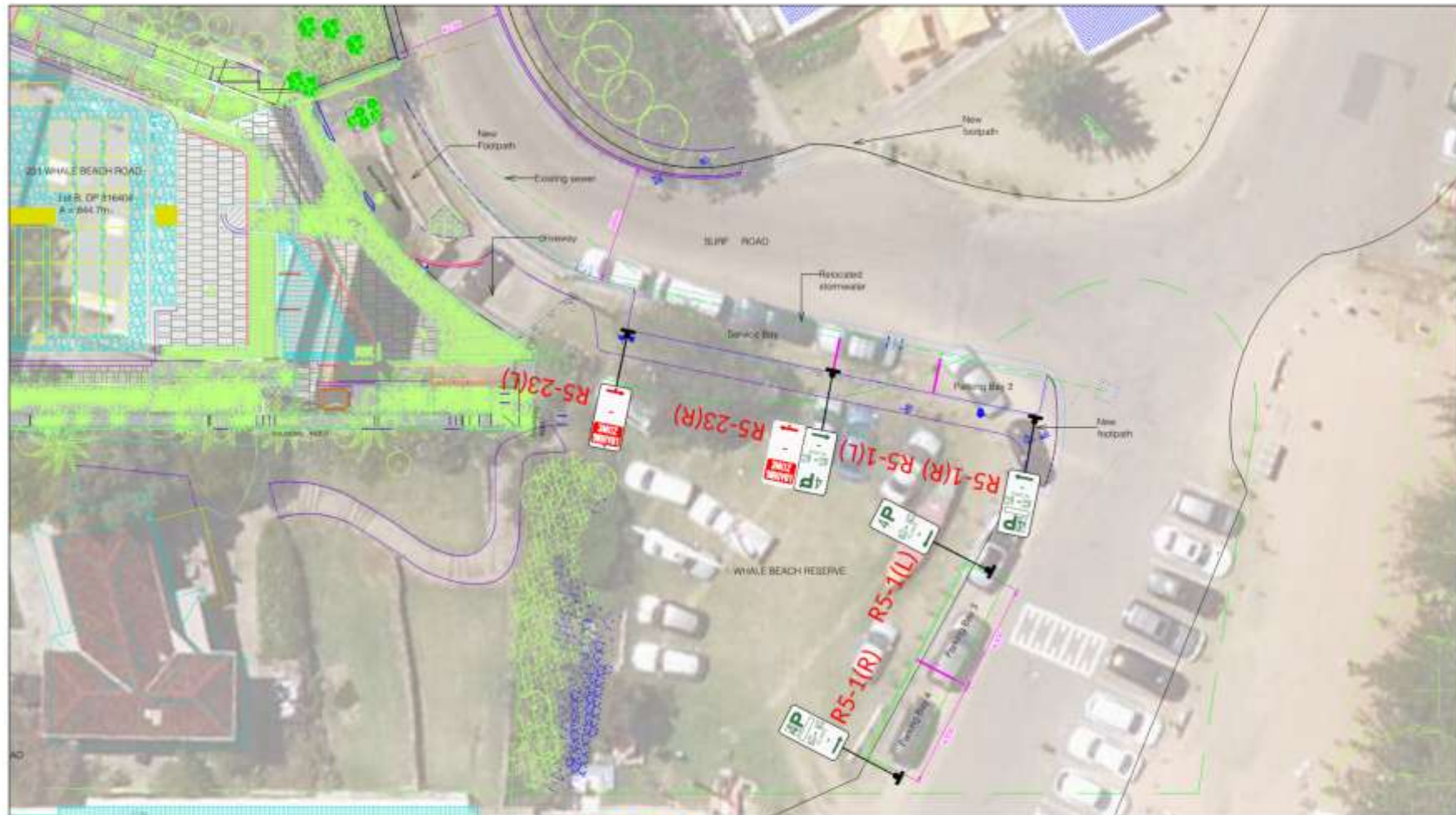
1. The proposal is anticipated to be constructed by the developer within approximately 12 months of approval.

**RECOMMENDATION**

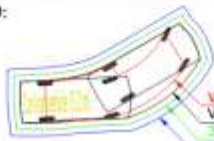
That the Local Transport Forum:

1. Support the submitted section 138 Roads Act approval plans for an indented Loading Zone catering for a Small Rigid Vehicle east of the developments driveway and 4 x indented car parking bays with a 4P timed parking restriction applying 8am to 8pm Everyday
2. Note that the final Roads Act approval for the works will be issued by Council's Development engineers upon their further review of drainage design and footpath details.

<b>Reporting officer</b>	Executive Manager Transport & Civil Infrastructure
<b>TRIM file ref</b>	2025/774228
<b>Attachments</b>	1 Signage & linemarking plans and swept paths 2 Architectural Plans



LEGEND:



WHEEL TRACK  
VEHICLE BODY  
300 MM CLEARANCE  
600 MM CLEARANCE

3809(2)02 10 30128.dwg 1/1/2025



231 Whale Beach Road, Whale Beach NSW 2107

SCALE 1:300@A4

Dwg No 23058/01 Rev. F 18/11/2025

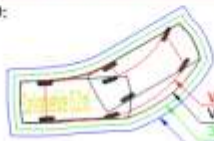
Signposting plan

Client:  
Mr Leslie Cassar

PO Box 215 Bondi NSW 2026 | ph: +61 (0)2 9332 2024 | fax: +61 (0)2 9332 2022 | mob: +61 (0)424 978 067 | email: o.a@tefconsult.com.au | www.tefconsult.com.au



LEGEND:



WHEEL TRACK  
VEHICLE BODY  
300 MM CLEARANCE  
600 MM CLEARANCE

3809/2025 10 301138.dwg 1/1/2025



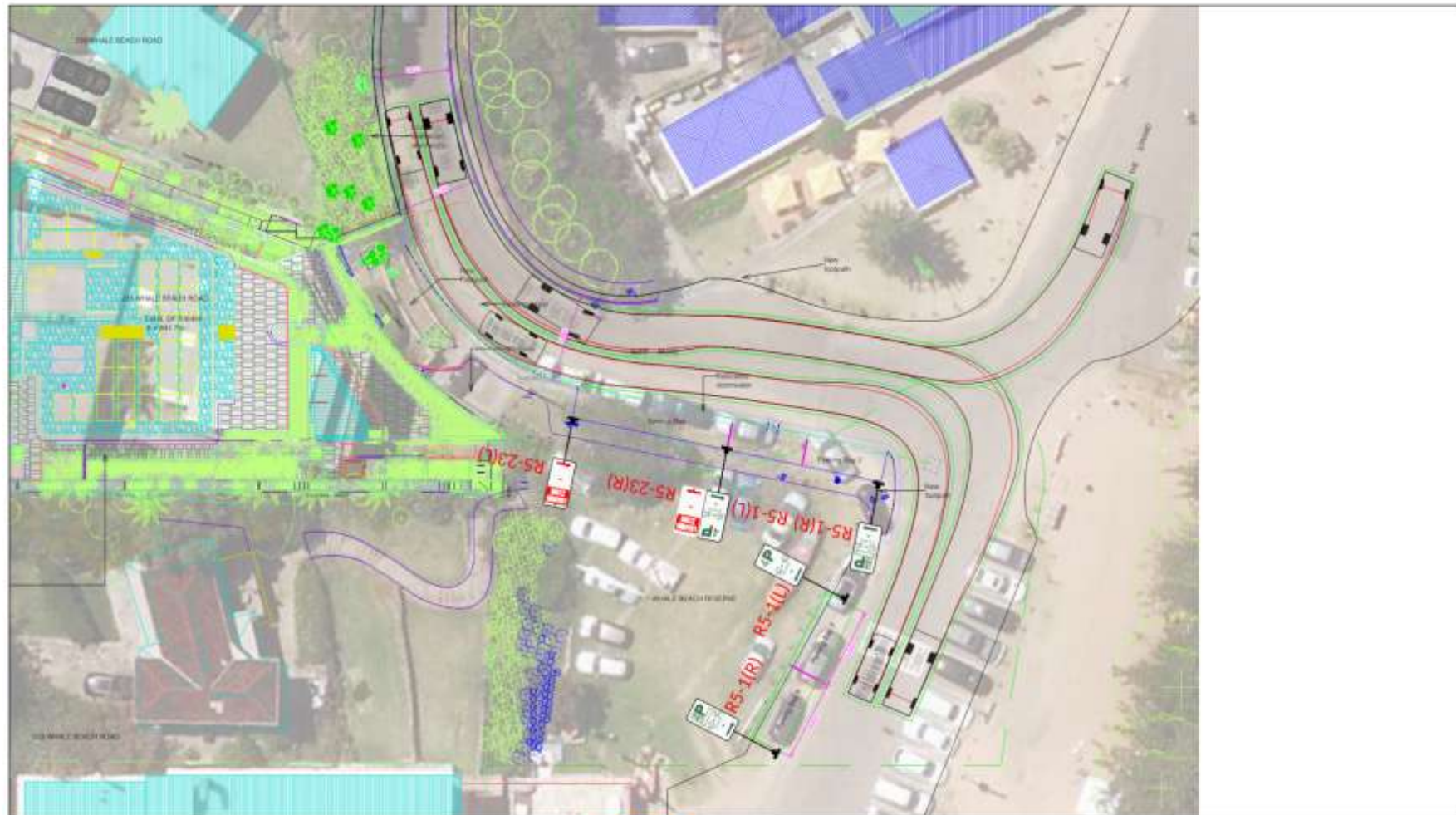
Dwg No 23058/02 | Rev. F | 18/11/2025  
Client:  
Mr Leslie Cassar

231 Whale Beach Road, Whale Beach NSW 2107

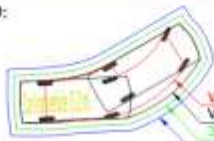
SCALE 1:400@A4

Swept path analysis  
SRV - Small rigid vehicle and B99 vehicle

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LEGEND:



WHEEL TRACK  
VEHICLE BODY  
300 MM CLEARANCE  
600 MM CLEARANCE

3/20/2025 10:31:18 AM - 1/1/2025



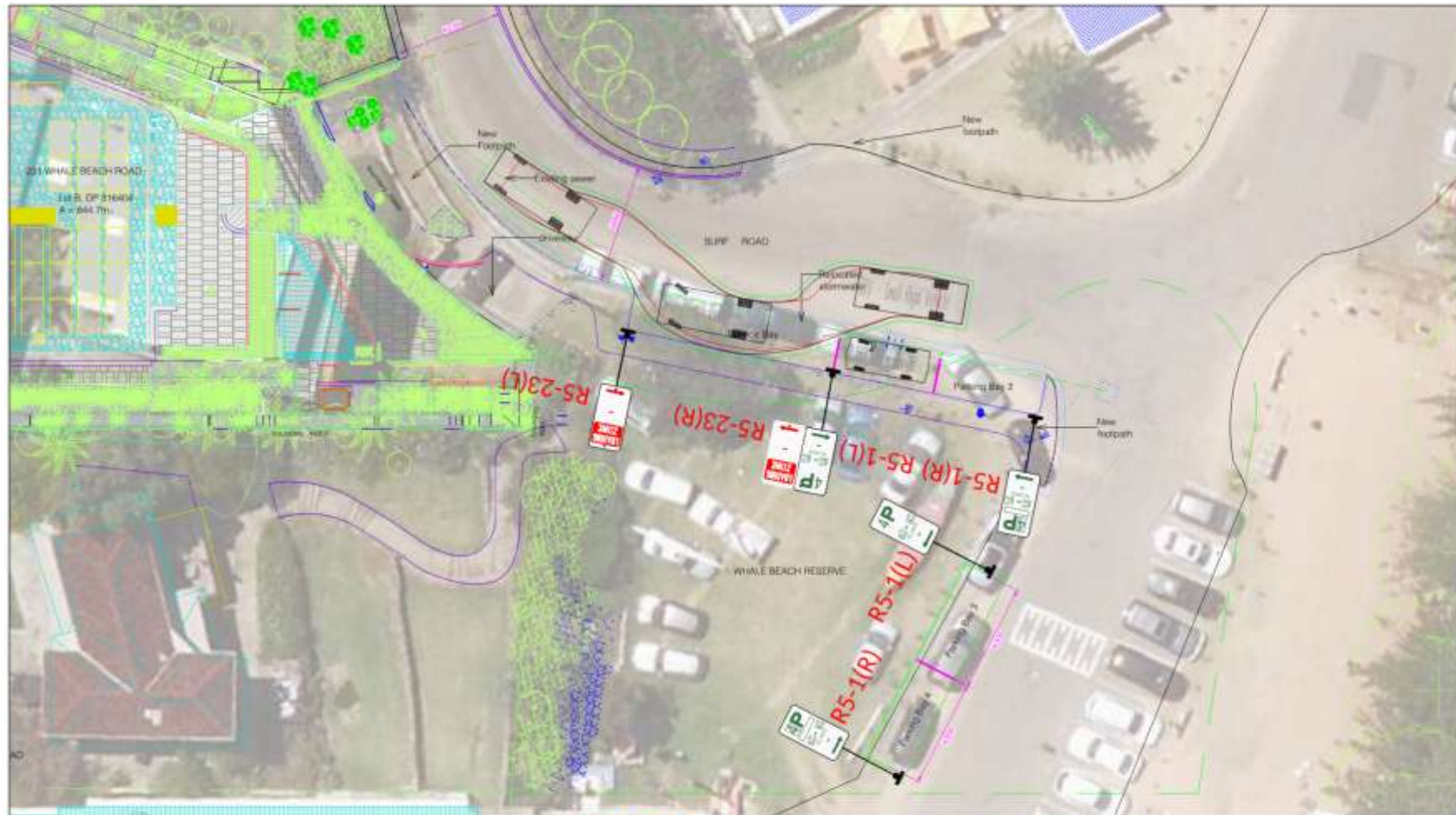
Dwg No 23058/03 | Rev. F | 18/11/2025  
Client:  
Mr Leslie Cassar

231 Whale Beach Road, Whale Beach NSW 2107

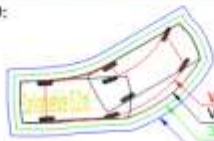
SCALE 1:400@A4

Swept path analysis  
SRV - Small rigid vehicle and B99 vehicle

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LEGEND:



WHEEL TRACK  
VEHICLE BODY  
300 MM CLEARANCE  
600 MM CLEARANCE

3809(2)2010 10 301138.dwg 1/1/2010



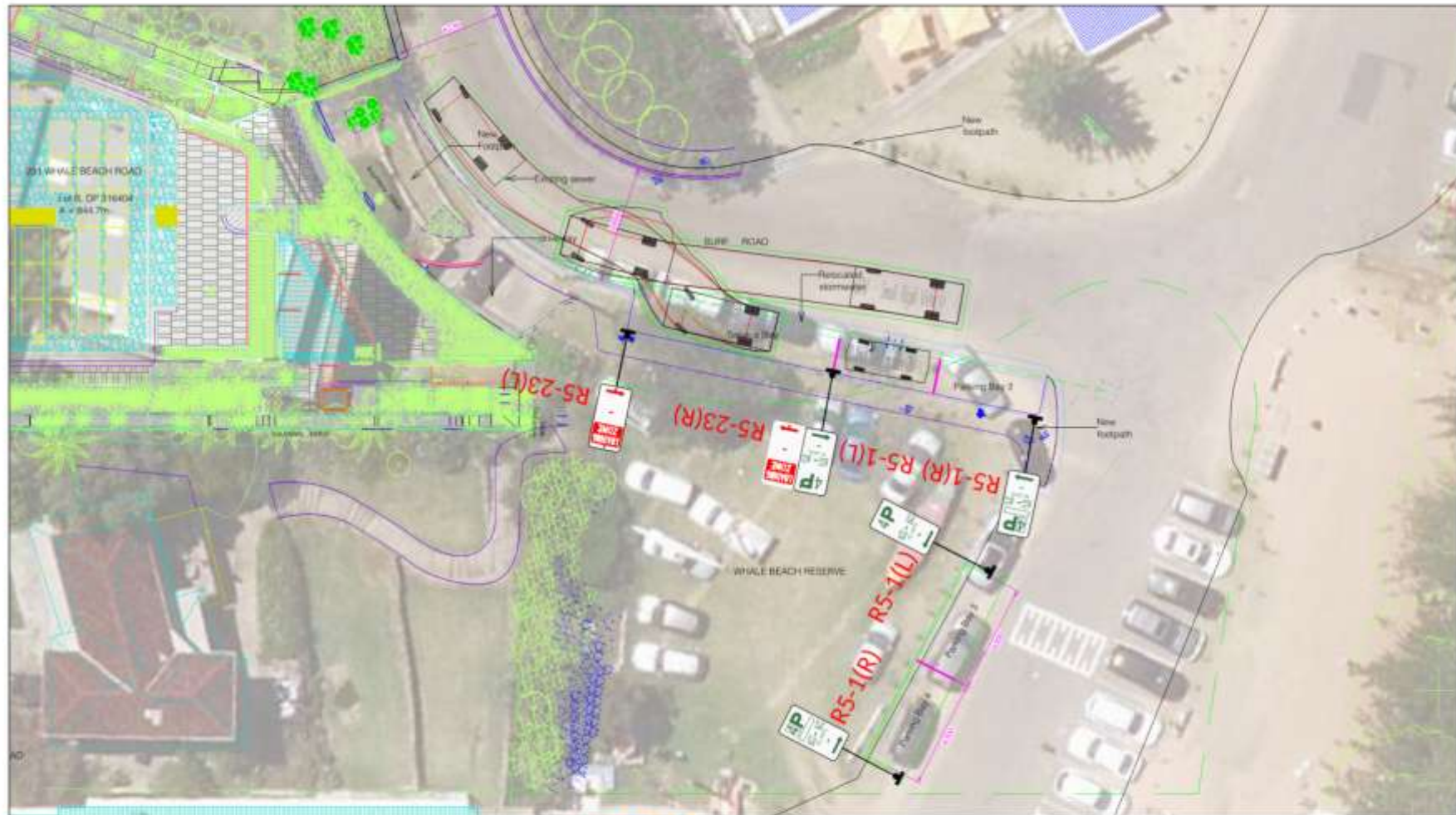
Dwg No 23058/02 Rev. F 18/11/2025  
Client:  
Mr Leslie Cassar

231 Whale Beach Road, Whale Beach NSW 2107

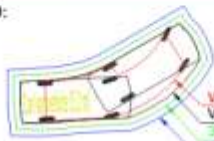
SCALE 1:300@A4

Sweep path analysis  
SRV - Small rigid vehicle

PO Box 215 Bondi NSW 2026 | ph: +61 (0)2 9332 2024 | fax: +61 (0)2 9332 2022 | mob: +61 (0)434 978 067 | email: o.a@tefconsult.com.au | www.tefconsult.com.au



LEGEND:



WHEEL TRACK  
VEHICLE BODY  
300 MM CLEARANCE  
600 MM CLEARANCE

3000012002 TEF 301138.dwg - 1/10/2024



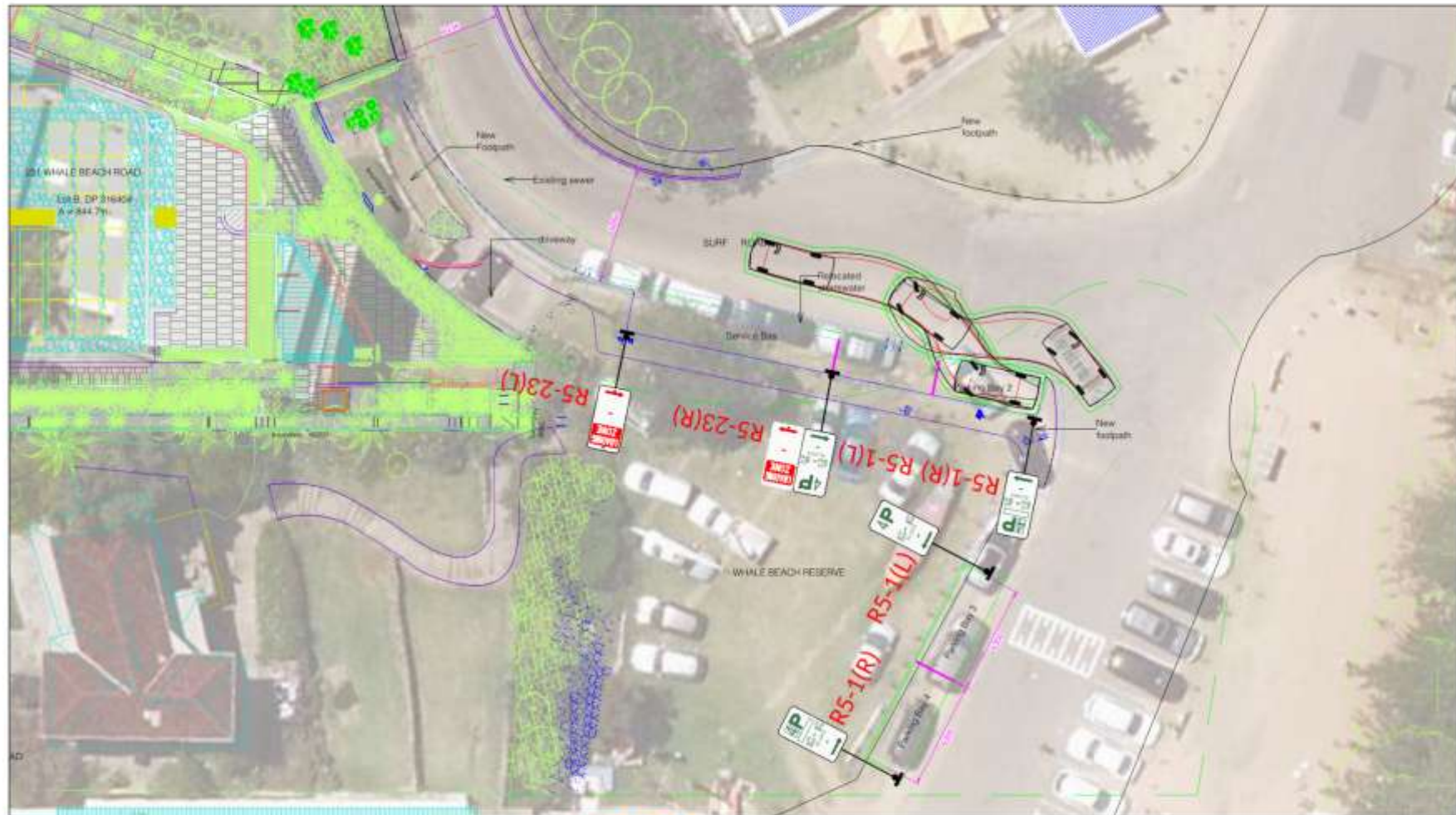
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Client:  
Mr Leslie Cassar

231 Whale Beach Road, Whale Beach NSW 2107

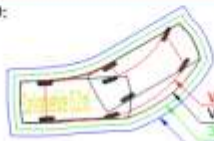
SCALE 1:300@A4

Sweep path analysis  
SRV - Small rigid vehicle

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LEGEND:



WHEEL TRACK  
VEHICLE BODY  
300 MM CLEARANCE  
600 MM CLEARANCE

3809(2)2010 10 301138.dwg 11/06/2010



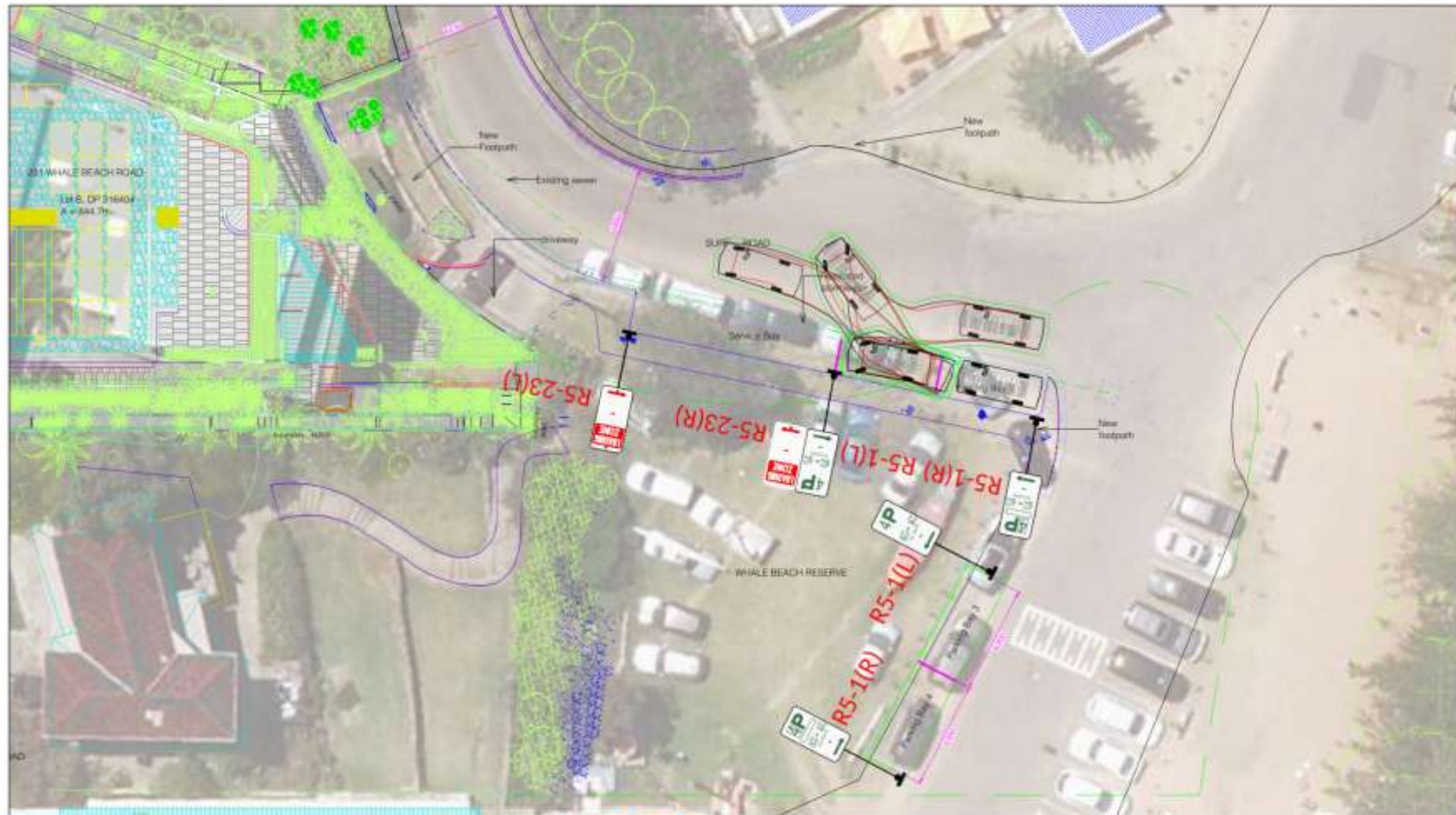
Dwg No 23058/06 Rev. F 18/11/2025  
Client:  
Mr Leslie Cassar

231 Whale Beach Road, Whale Beach NSW 2107

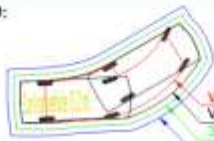
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Swept path analysis  
885 vehicle

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LEGEND:



WHEEL TRACK  
VEHICLE BODY  
300 MM CLEARANCE  
600 MM CLEARANCE

3809(2)20 10 31118.dwg 1/10/2025



Dwg No 23058/07 Rev. F 18/11/2025  
Client:  
Mr Leslie Cassar

231 Whale Beach Road, Whale Beach NSW 2107

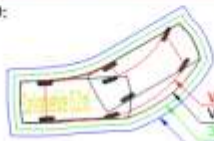
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Swept path analysis  
885 vehicle

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LEGEND:



WHEEL TRACK  
VEHICLE BODY  
300 MM CLEARANCE  
600 MM CLEARANCE

3808/2025 10 30128.dwg - 1/1/2025



Dwg No 23058/08 Rev. F 18/11/2025  
Client:  
Mr Leslie Cassar

231 Whale Beach Road, Whale Beach NSW 2107

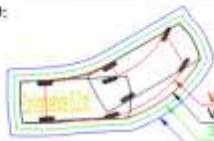
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Swept path analysis  
885 vehicle

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LEGEND:



WHEEL TRACK  
VEHICLE BODY  
300 MM CLEARANCE  
600 MM CLEARANCE

3809(2)20 10 31138.dwg 1/10/2025



231 Whale Beach Road, Whale Beach NSW 2107

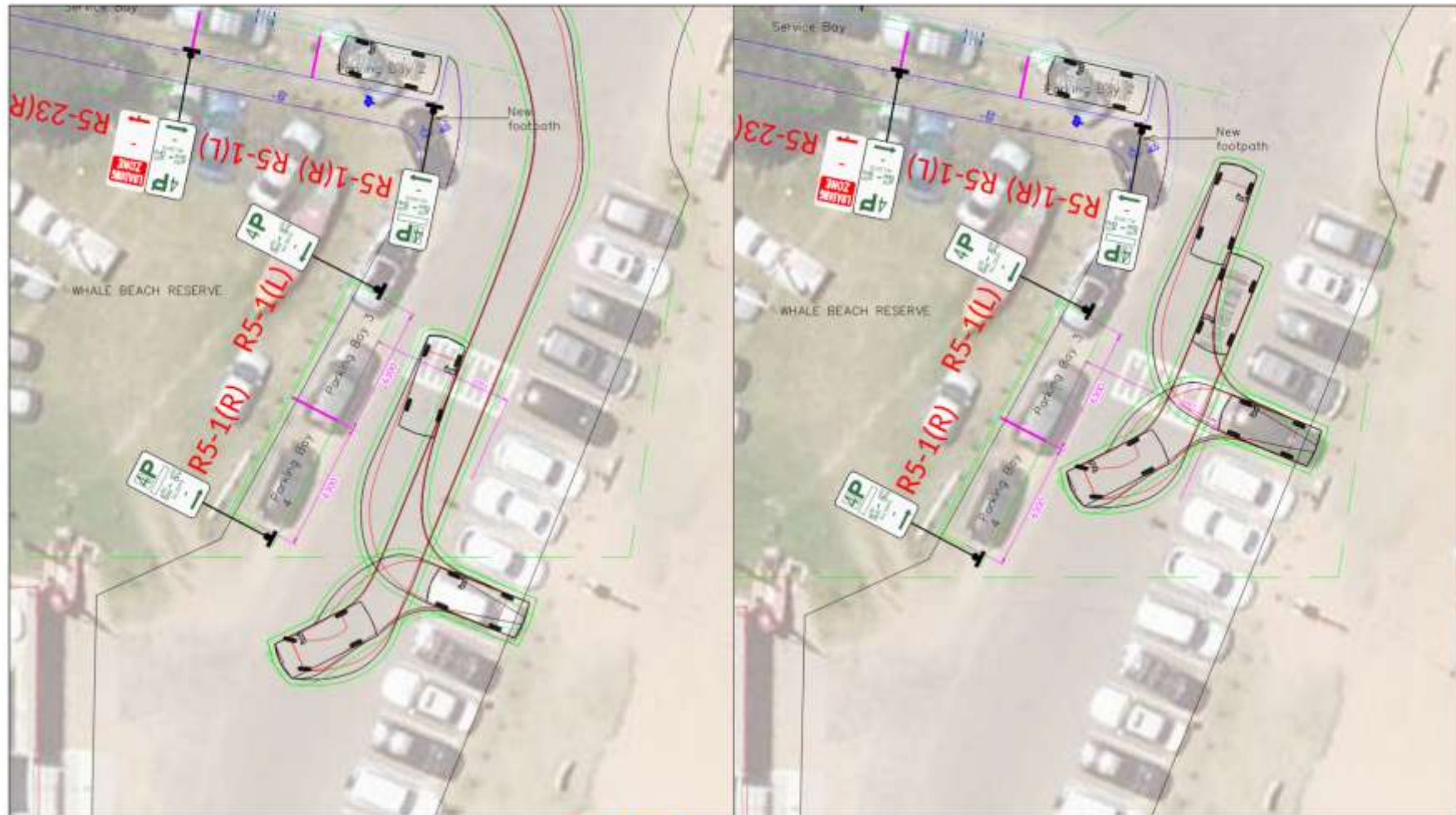
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Dwg No 23058/09 Rev. F 18/11/2025

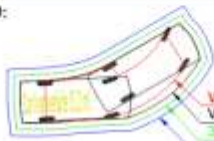
Client:  
Mr Leslie Cassar

Swept path analysis  
885 vehicle

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LEGEND:



WHEEL TRACK  
VEHICLE BODY  
300 MM CLEARANCE  
600 MM CLEARANCE

3809/2025/10/2025.dwg - 01/11/2025



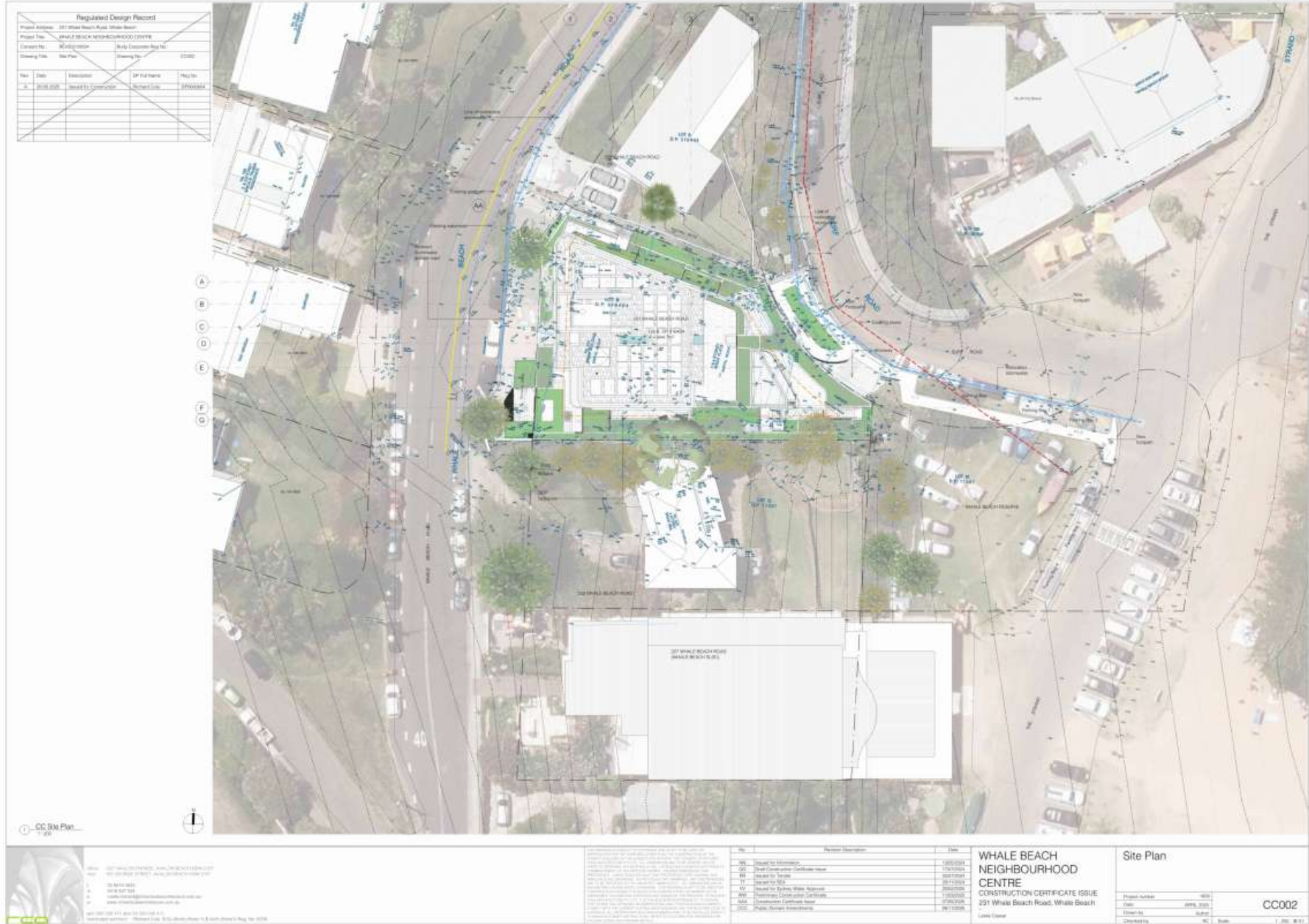
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Mr Leslie Cassar

231 Whale Beach Road, Whale Beach NSW 2107

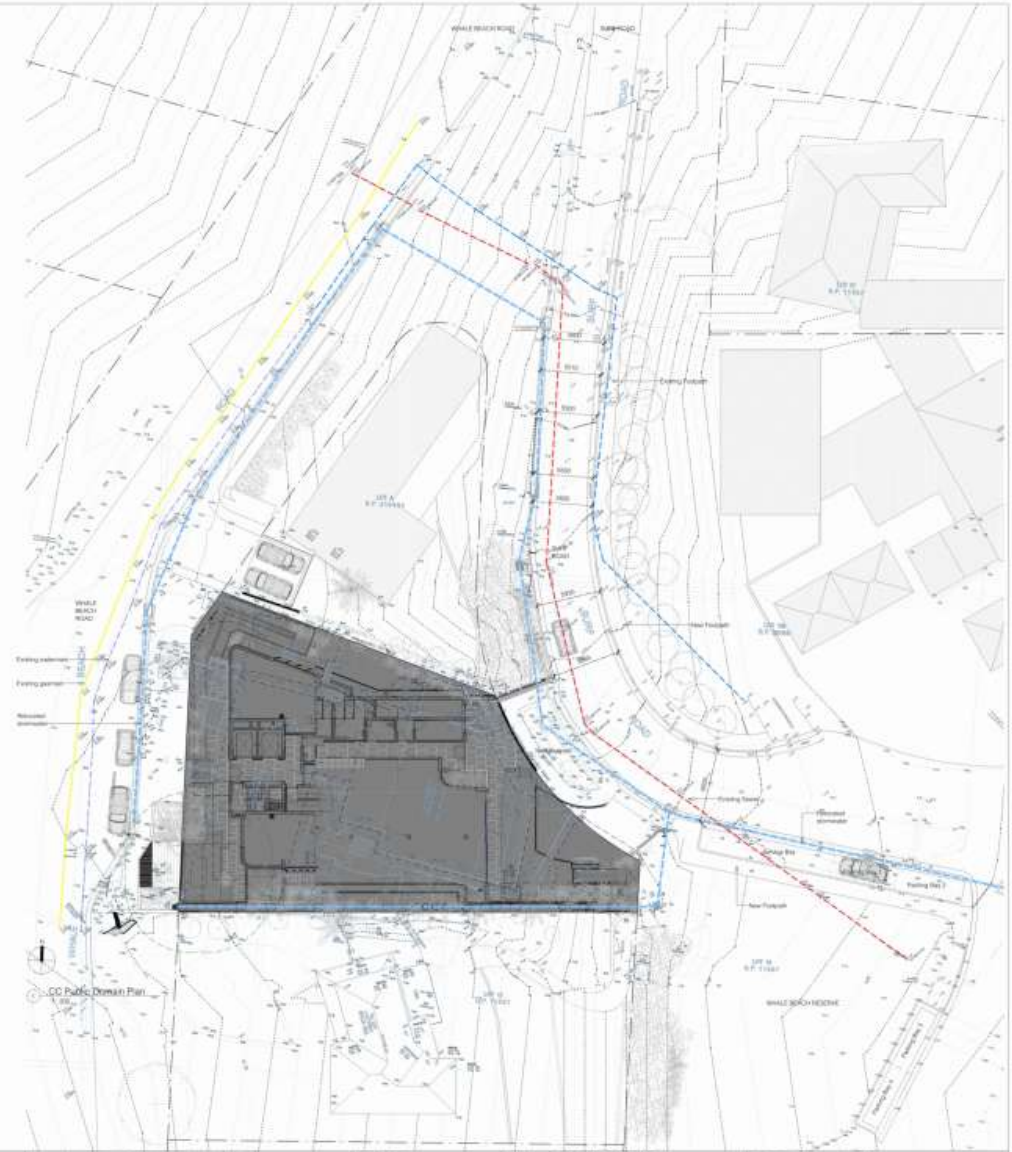
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Swept path analysis  
885 vehicle

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Regulated Design Record				
Project Address: 291 Whale Beach Road, Whale Beach				
Project Title: WHALE BEACH NEIGHBOURHOOD CENTRE				
Concept No.	W00000004	Study Location Ref No.		
Drawing Title	Public Domain Plan	Drawing No.	CC003	
No.	Date	Description	SP File Name	File No.
1	20/02/2025	Initial Design	Public Domain Plan	W00000004



291 Whale Beach Road, Whale Beach NSW 1548
   
 Phone: (02) 9410 2000
   
 Fax: (02) 9410 2001
   
 Email: [info@northernbeaches.nsw.gov.au](mailto:info@northernbeaches.nsw.gov.au)
  
 Website: [www.northernbeaches.nsw.gov.au](http://www.northernbeaches.nsw.gov.au)

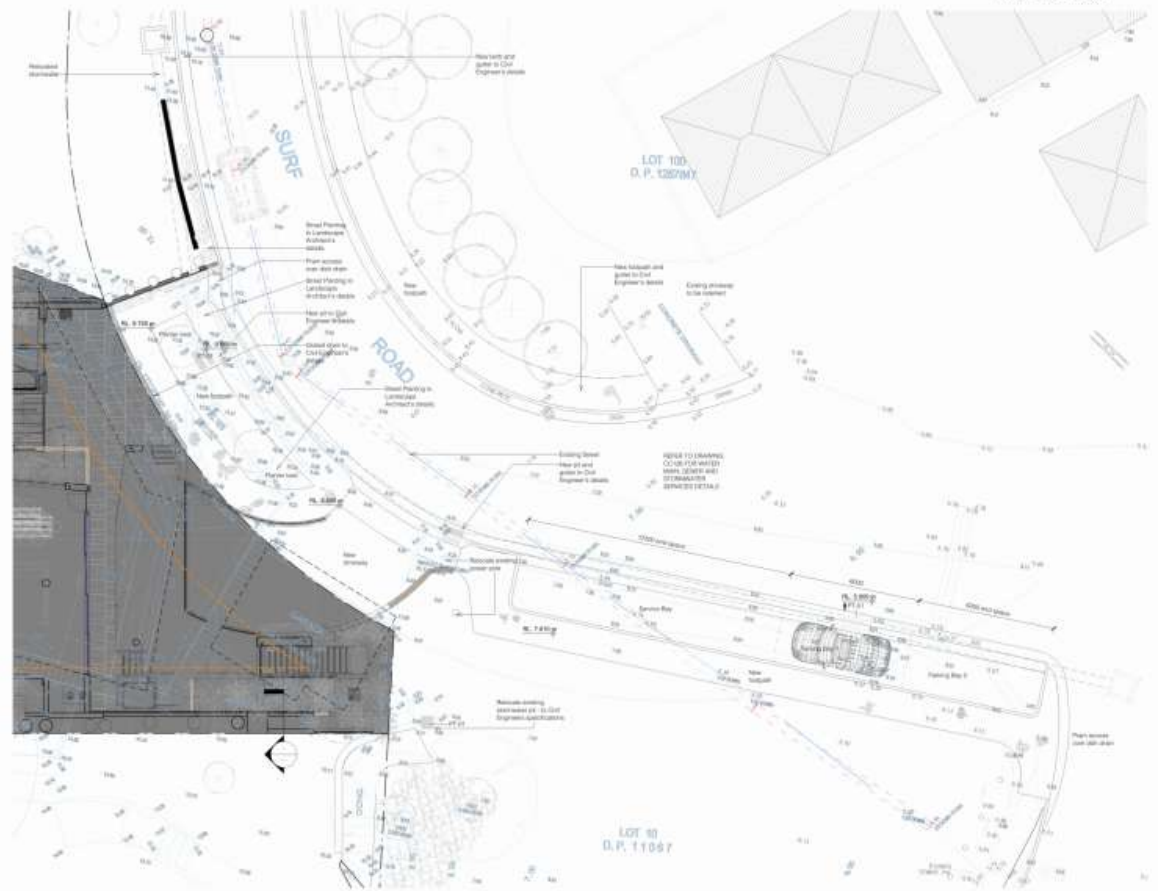
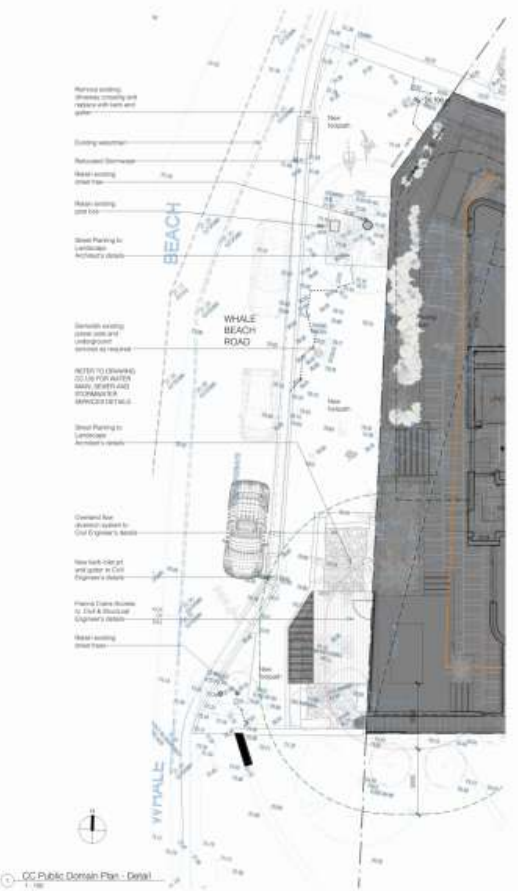
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No.	Revision Description	Date
001	Issue for Information	13/02/2024
002	Issue for Information - Certificate Issue	13/02/2024
003	Issue for Issue	08/07/2024
004	Issue for Issue	28/11/2024
005	Issue for Issue	28/11/2024
006	Issue for Issue	28/11/2024
007	Issue for Issue	28/11/2024
008	Issue for Issue	28/11/2024
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049	Issue for Issue	28/11/2024
050	Issue for Issue	28/11/2024

**WHALE BEACH NEIGHBOURHOOD CENTRE**  
 CONSTRUCTION CERTIFICATE ISSUE  
 291 Whale Beach Road, Whale Beach  
 Local Council

Public Domain Plan	
Project Number	W00
Date	28/11/2024
Drawn by	W001
Checked by	W001
Scale	1:500
Project Number	CC003

Regulated Design Record			
Project Address: 251 Whale Beach Road, Whale Beach			
Project Title: WHALE BEACH NEIGHBOURHOOD CENTRE			
Contract No.	Work/Project	Study Location Ref No.	
Drawing Title	Plan, Section, Plan	Drawing No.	CC004
Rev	Date	Description	By / For Name / Rev No.
1	20/12/2024	Issued for Construction	Michael Cook / 240000044



CC Public Domain Plan - Detail

20/12/2024  
20/12/2024  
20/12/2024

Project Description

251 Whale Beach Road, Whale Beach

No.	Revision Description	Date
001	Issued for Information	12/05/2024
002	Issue Construction Certificate Issue	12/05/2024
003	Issue for Tender	08/07/2024
004	Issue for BEA	20/12/2024
005	Issue for System Wide Approval	20/12/2024
006	Issued for Construction Certificate Issue	12/05/2024
007	Issue for Construction Certificate Issue	12/05/2024
008	Issue for Construction Certificate Issue	12/05/2024
009	Issue for Construction Certificate Issue	12/05/2024
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100	Issue for Construction Certificate Issue	12/05/2024

**WHALE BEACH NEIGHBOURHOOD CENTRE**  
CONSTRUCTION CERTIFICATE ISSUE  
251 Whale Beach Road, Whale Beach

Project Number: 2500  
Date: 20/12/2024  
Checked by: [Signature]  
Scale: 1:100

CC004



<b>ITEM 4.7</b> <b>WAKEHURST ELECTORATE - NARRABEEN WARD - COLLAROY STREET, COLLAROY - CONVERSION OF TAXI ZONE TO TIMED PARKING</b>
---

**GEOCODES: -33.732007, 151.300809**

## REPORT

### BACKGROUND

Council has reviewed the under-utilised Taxi Zone on Collaroy Street near the intersection with Pittwater Road. There is an increase in the level of parking demand in the Collaroy area, and the Taxi Zone is located within 50m of walking distance from the B-Line bus stop that can accommodate alternative travel options.

The number of Taxi plates across metropolitan Sydney has decreased by 84% since 2010 based on data provided by the Point-to-Point Commission leading to a significant decrease in the number of taxis requiring the traditional rank space across suburban areas. Ride share providers cannot use the existing taxi zone leading to the quarantining of kerb space that is not effectively used.

### LOCATION

- Collaroy Street is a 2-way 4-lane street that connects Pittwater Road and The Avenue, which is a local street with medium-density residential buildings.
- The Taxi Zone is located on the northern side of Collaroy Street, roughly 20m west of the signalised intersection with Pittwater Road. It is located near the shops and café on Pittwater Road.
- The neighbouring parking restrictions are mostly 1-hour Timed Parking from 8:30am – 6pm MON-FRI and 8:30am – 12:30pm SAT. There are 2 spaces with 10-minute parking limit from 7am – 5pm on the opposite side of Collaroy Street next to the café.
- There is a Council carpark at 6 Collaroy Street that allows 2-hour parking from 8am – 6pm.

### ISSUES

The residents have requested conversion of the under-utilised Taxi Zone to a more readily available public parking spot.

### PROPOSAL

Council has undertaken a review of the location and issues and proposes:

- Convert the Taxi Zone into a 1-hour (1P) Timed Parked from 8:30am – 6pm MON-FRI and 8:30am – 12:30pm SAT.

### PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impact walking paths

**PARKING IMPACT STATEMENT**

This proposal will result in the following impact(s) and /or benefits to the provision of parking availability:

- Conversion of 1x parking spot from Taxi Zone to Timed Parking area.

**CONSULTATION**

Consultation letters have been distributed to 201 properties within the immediate vicinity of the location providing notification of the proposed changes. Of the 6 responses, there were 4 in support of the change and 2 against, with the comments noted in Attachment 2 – Table of Consultation.

**FINANCIAL CONSIDERATIONS**

If approved, this proposal will be funded from the new signs and lines budget.

**ENVIRONMENTAL CONSIDERATIONS**

No adverse environmental impacts are expected from approval of this proposal.

**TIMING**

The proposal will be installed within 3 months of approval.

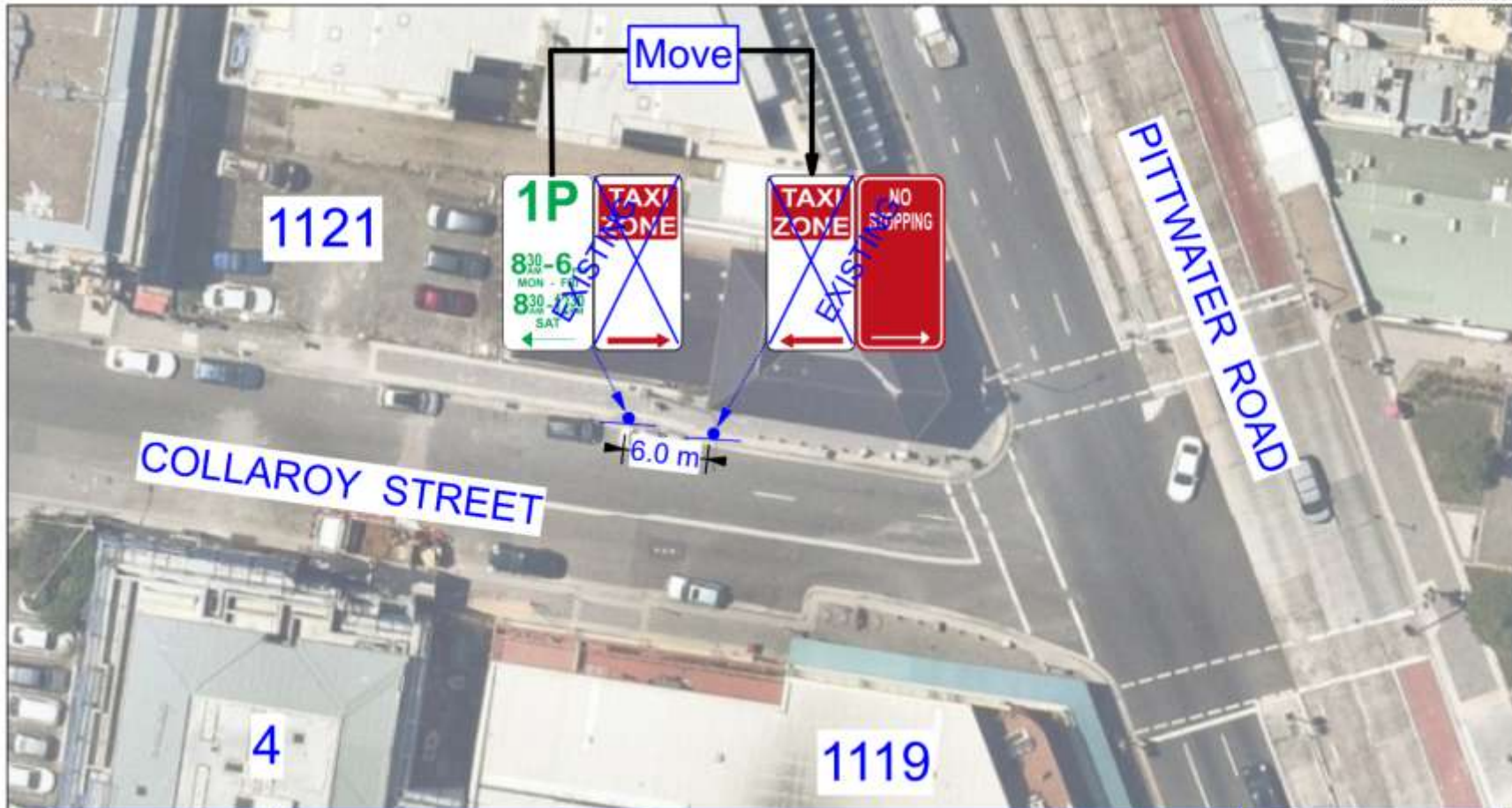
**RECOMMENDATION**



That the Traffic Committee supports the:

1. Conversion of the Taxi Zone into a 1-hour (1P) Timed Parked from 8:30am – 6pm MON-FRI and 8:30am – 12:30pm SAT.

<b>Reporting officer</b>	Traffic Engineering Coordinator
<b>TRIM file ref</b>	2025/194876
<b>Attachments</b>	1 Plan 2 Table of Consultation

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	PROPOSAL						 northern beaches council
	1121 Pittwater Road, Collaroy Taxi Zone Removal and Time Parking						
	DRAWN	LC	APPROVED				
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	09/01/2025	

### Table of Consultation

<b>Address</b>	<b>Collaroy Street, Collaroy</b>
<b>Proposal</b>	<b>Conversion of Taxi Zone to Timed Parking</b>

<b>Properties Consulted</b>	201
<b>Responses Received</b>	6
<b>Support</b>	4
<b>Do Not Support</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Concerns of Driving Behaviours	People already park in the taxi rank to get a coffee across the road in the morning. Unfortunately you have an issue with people U-turning to park there. I pull out of my driveway & constantly just about collect cars U-turning.. and if its not a car then its the driver running across the road with their coffee & phone in hand. There is a pedestrian crossing right there but no one uses it correctly. The cars that arent U-turning they are driving into everyones driveways then reverse out to get a park. Its so very dangerous and an accident waiting to happen.	Council understands the concerns, however, within the Local Government and Greater Sydney area motorists have an increased responsibility to ensure they safely observe the road rules and take greater caution where they feel safety issues exist.
Traffic Flow Impacts on Left Turns at Signalised Intersection	The taxi rank benefit to people living in the street is if you are turning left in the morning there is two lanes, when cars are parked there the traffic banks up & it takes two sets of lights. I am against the taxi rank being made parking, theres a perfectly good council carpark 10 metres up the road - people are just lazy or in too much of a hurry. Please don't do it, someone will end up getting hurt.	The Taxi Zone is located at a transition zone where the road width slightly narrows by about 0.5 - 0.6m. Considering the remaining lane width, the presence of a parked vehicle at the Taxi Zone would lead to 1 queuing space at the approach. The traffic flow impact is expected to be minimal, and the same situation would still arise if the Taxi Zone is used by any taxis. Council is not planning to replace the area with No Stopping for a slightly longer queuing space at the moment.
Request for Unlimited Parking	Collaroy residents need more unlimited parking in and around Collaroy Street, especially after new development where Backpackers was, is finished. Timed parking is awesome for visitors WHAT ABOUT RESIDENTS AND RATE PAYERS?	Unrestricted parking generally applies on both sides of Collaroy Street roughly 60m west of the signalised intersection. Council has planning requirements for the number of off-street parking spaces, which should be used as the primary provision of long-term parking capacity.

**ITEM 4.8 NORTHERN BEACHES COUNCIL LOCAL TRANSPORT FORUM - MEETING DATES FOR 2026**

**GEOCODES:**

**REPORT**

**BACKGROUND**

The meetings of the Northern Beaches Council Local Transport Forum for 2026 are to be held on the first Tuesday of each month as per established practice. The proposed meeting dates, including the agenda closing dates, are shown in the table below. Also shown are the Council meeting dates at which any Minutes or recommendations of the Northern Beaches Council Local Transport Forum that require Council's consideration would be considered.

<b>NORTHERN BEACHES COUNCIL LOCAL TRANSPORT FORUM MEETING DATES 2026</b>		
<b>Local Transport Forum Agenda Closing Date</b>	<b>Local Transport Forum Meeting Dates</b>	<b>Council Meeting Dates</b>
Friday 9 January	<b>Tuesday 3 February</b>	Tuesday 17 February
Friday 6 February	<b>Tuesday 3 March</b>	Tuesday 17 March
Friday 6 March	<b>Tuesday 7 April</b>	Tuesday 21 April
Friday 10 April	<b>Tuesday 5 May</b>	Tuesday 19 May
Friday 8 May	<b>Tuesday 2 June</b>	Tuesday 16 June
Friday 5 June	<b>Tuesday 7 July</b>	Tuesday 21 July
Friday 10 July	<b>Tuesday 4 August</b>	Tuesday 18 August
Friday 7 August	<b>Tuesday 1 September</b>	Tuesday 15 September
Friday 4 September	<b>Tuesday 6 October</b>	Tuesday 20 October
Friday 9 October	<b>Tuesday 3 November</b>	Tuesday 17 November
Friday 6 November	<b>Tuesday 1 December</b>	Tuesday 15 December

**RECOMMENDATION**

- A. That the proposed Northern Beaches Council Local Transport Forum meeting dates for 2026 be adopted.

**Reporting officer** Manager, Transport Network  
**TRIM file ref** 2025/701524  
**Attachments** Nil

## 5.0 MATTERS FOR NOTATION

### ITEM 5.1 WORKS ZONE APPROVALS

**GEOCODES:** Various

#### REPORT

Since the previous report to the Local Transport Forum (closure date for December meeting was 7 November 2025), staff have approved the following Works Zones under delegated authority. The Works Zone signs are installed by Council, and the applicant is to reapply to Council if the approved Works Zone period is inadequate for completion of their work.

Applicant	Location	Works Zone Length and Time	Requested Period
Landmark Group	4 Delmar Parade DEE WHY	Length: 47 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	6 October 2025 to 3 April 2026
Landmark Group	4 Delmar Parade DEE WHY (Stony Creek Carpark)	Length: 35 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	6 October 2025 to 3 April 2026
Clarendon Homes (NSW) Pty Ltd	14 Walkom Avenue FORESTVILLE	Length: 15 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	15 October 2025 to 31 March 2026
Ultra Building Co	35-39 Belgrave Street MANLY	Length: 20 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	13 October 2025 to 5 January 2026
Datlas Pty Ltd	9 Victoria Parade MANLY	Length: 17 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	20 October 2025 to 19 December 2025
Bensley Constructions Pty Ltd	35 Moore Road FRESHWATER	Length: 13 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	20 October 2025 to 20 November 2026
Urban Core Australia Pty Ltd	96-97 North Steyne MANLY	Length: 22 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	1 November 2025 to 23 December 2025
PCL & APR Pty Ltd	15 South Creek Road DEE WHY	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	27 October 2025 to 19 December 2025
Siew Hwee Kong	33 Oaks Avenue DEE WHY	Length: 15 metres	20 October 2025 to 15 November 2025

		Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	
Mp Construct Pty Ltd	52-56 Darley Road MANLY	Length: 16 metres  Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	16 October 2025 to 31 March 2026
Buildland Australia Pty Ltd	101-105 Old Pittwater Road BROOKVALE	Length: 24 metres  Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	27 October 2025 to 10 November 2025
Aldo Donato	20 Beatty Street BALGOWLAH HEIGHTS	Length: 14 metres  Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	20 October 2025 to 21 November 2025
Matthew Najjar	38 Undercliff Road FRESHWATER	Length: 12 metres  Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	27 October 2025 to 27 May 2026
Synergy One Building Pty Ltd	8B Beatty Street BALGOWLAH HEIGHTS	Length: 10 metres  Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	29 October 2025 to 29 April 2026
Better Built Homes	26 Seabeach Avenue MONA VALE	Length: 10 metres  Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	4 November 2025 to 18 November 2025

**RECOMMENDATION**

That the Local Transport Forum notes the delegated approval or Works Zones described above.

<b>Reporting officer</b>	Manager, Transport Network
<b>TRIM file ref</b>	2025/731186
<b>Attachments</b>	Nil

**ITEM 5.2      ONGOING ACTIONS UPDATE**

**REPORT**

Previous matters have been raised during general business – this report provides an update on the progress of the items raised. There are currently no outstanding actions.

**PROCEEDINGS IN BRIEF**

<b>TFNSW CONTROLLED ROAD NETWORK</b>			
General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
	<b>No Outstanding Actions</b>		
<b>COUNCIL CONTROLLED ROAD NETWORK</b>			
General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
	<b>No Outstanding Actions</b>		

**RECOMMENDATION**  
 That the Local Transport Forum notes the updated Ongoing Actions summary.

<b>Reporting officer</b>	Specialist Administration Officer - Business Support
<b>TRIM file ref</b>	2025/776241
<b>Attachments</b>	Nil