

CORPORATE SERVICES

ATTACHMENT 2

ADOPTION AND ENDORSEMENT OF COMMUNITY
STRATEGIC PLAN, DELIVERY PROGRAM (2022-
2026) & OPERATIONAL PLAN (2022-2023) AND
RESOURCING STRATEGY

ORDINARY MEETING

29 JUNE 2022

Submission 1 (See Pages 1-2 of Attachment 1)

1. Hawks Nest Tea Gardens is a tourist town we have different needs then other towns in our electorate, these should be considered with the zonings in our area
2. DAs are being presented to the community that exceed zonings, the community must put in multiple submissions. This is a waste of time for the community and also wasting taxpayers money having to sift through DA's when they clearly do not meet the zonings.
3. Footpaths and infrastructure are lacking whilst new development applications are being considered when our towns already have problems catering to the community's needs.
4. Green spaces should be allocated to oversized developments and if trees are removed, they should be replaced on the same block.
5. Currently we are having an overwhelming number of DAs being presented to our community. Our towns are based on tourism, over half the houses in Hawks Nest are owned and used by the owners as holiday houses, we don't have a housing shortage in our area we have an issue with Unit blocks being built and being used for holiday purposes. We need homes so we can build a community based on families who move to the area. At present there is nowhere for them to move to
6. Not enough parking for boat or boat trailers, we are surrounded by waterways this should be considered we already have an issue at peak times with dangerous parking on roadways.
7. Our koala population in town is slowly decreasing due to poor town planning around developments. When building in our town there should be space for koalas to roam through and over timber fences through yards of houses. House blocks should not be joined to create a unit block as this reduces the area for the koala to move. Trees should be planted on all streets to ensure food for the koalas.
8. Our community recently attended a meet the councilors meeting in Tea Gardens, a lot of issues were raised, these issues should be noted as community input for the Draft MidCoast Community Strategic Plan 2022-2032
9. Midcoast council's website would be advantageous to all communities if there were tabs up the top that referred to different towns, this would make communicating to towns a lot easier and make searching for info easier as well. Forms to submit against developments should have a link on the DA page.

Council Response – Manager Land Use Planning, Executive Manager Liveability and Sustainable Development, Executive Manager Transport and Engineering, Executive Manager Community Spaces, Manager Natural Systems and Manager Engagement, Communication and Education

1. Many of our towns along the coast have a dual purpose as both a place to live and visit. The zones applied to Hawks Nest and Tea Gardens consider the future growth needs for both housing and tourist uses. In many cases, the zones are in place to enable housing, services and facilities, but the sites have not yet been developed to achieve their potential. Future planning controls are currently being drafted into the new MidCoast Local Environmental Plan and we will be consulting on this plan in the future. Please keep a look out for this new Plan and participate in the consultation.
2. Community participation is a valued and important input to the development assessment process, particularly when applications propose a variation to development controls. Council cannot refuse to accept development applications that propose development solutions outside of the provisions of the DCP. Each application must be assessed on its merits.
3. Council's Pedestrian Access and Mobility Plan (PAMP) and Bike Plan is a strategic document which was developed to identify the shortfalls in existing infrastructure and

is used as a basis for submitting funding applications under Active Transport (footpath and cycleways) programs. The PAMP combined with a review of the Development Contribution Plans over the coming year will assist in getting the shortfalls addressed. New developments will continue to be conditioned to provide infrastructure to meet increased demands where it is appropriate to do so.

4. Councils development controls have requirements for landscape spaces within the development and in the event trees are required to be removed compensatory plantings is required where the site is suitable to accommodate such plantings. Biodiversity and ecology considerations are an important part of the assessment process. Councils Senior Ecologist is an expert in this field and provides site specific comments to achieve outcomes commensurate with the significance of the site.
5. Our towns along the coast have a dual purpose as both a place to live and visit. Many people living in Hawks Nest and Tea Gardens first got to know the place as a visitor and relocated to the area. Visitors provide an important contribution to our local economy through accommodation, employment and services, and we need to continue to encourage it as a tourist destination. We acknowledge that there is a portion of the housing stock utilised for tourist accommodation. When planning for our future housing needs, we include the tourist accommodation estimates in our forecasts. Currently, there are large areas of vacant residential land in Tea Gardens that can be developed for housing, but is yet to be realised. There are many factors that contributed to the current housing crisis across NSW. We will continue to plan for the future growth of the MidCoast.
6. There is sufficient parking for boats and trailers for most of the year. Provision of parking spaces that are only required at peak times comes at the expense of public open space.
7. There are specific planning controls for development in known Koala habitats, such as the requirement for the installation of climbing poles adjacent to fences. Councils Senior Ecologist is an expert in this field and provides site specific comments to achieve outcomes commensurate with the significance of the site. Investment in tree planting with the Myall Koala and Environment Group has occurred. Vehicle strike and dog attacks are a major threat as well and efforts have been directed at education and awareness.
8. The recently held Community Conversation sessions were not specifically designed to gain input from the community into the draft community strategic plan. At the sessions the community was encouraged to read the documents on exhibition make submissions on items of interest to them. The general themes identified at the community conversations included connectivity, development and open space management that are incorporated into our planning and delivery for the coming year.
9. Council is constantly reviewing and improving our website, with a redesign currently underway. It is not intended to section information into towns as the majority of our projects and programs are delivered across the entire local government area, however the search functionality does allow a user to search by location, particularly in the 'have your say' section of the site.

Submission 2 (See Page 3 of Attachment 1)

I would like council to clearly elaborate how they plan to bring the Operating Performance Ratio of the General Fund above 0.00%.

Quoted from the report " There are a number of areas that Council will need to review and change. A body of work is required to ensure that asset data is accurate and compete, service reviews will be required and significant engagement and conversations with the community will be required to set service levels that are affordable and deliverable and meet

community expectations." This does not clearly demonstrate the measures that are to be undertaken

Cash transfer from the water and sewer funds to the general fund appear unbelievably high. Can the services that are delivered for these payment be elaborated on?

Council Response – Manager Finance

Council prepares Financial Information in the Integrated Planning and Reporting documents in accordance with the IP&R Guidelines. In addition Financial Statements and Reporting is prepared to meet accounting standard requirements. Council does include additional commentary to explain councils financial position and will continue to improve how this is presented to the community.

IPART has approved Councils additional Special Variation request for a 2.25% rate increase and the LTFP will be updated, reported to Council and placed on Councils website.

In relation to Councils Financial Position Council adopted the following resolution when it adopted the Draft DPOP for exhibition on 11th May 2022:

174/2022 RESOLUTION

(Moved Cr J Miller / Seconded Cr A Tickle)

1. That Council place the Draft 2022-2026 Delivery Program and 2022-2023 Operational Plan as at Attachment 1, the draft Statement of Revenue Policy as Attachment 2, the Draft 2022-2023 Fees & Charges Schedule as at Attachment 3, and the Draft Detailed Budget 2022-2023 as at Attachment 4 on public exhibition for 28 days to allow consideration of its contents by the public and the lodgement of submissions during the exhibition period.

2. That in view of the projected ongoing General Fund deficit position (Operating Result before Capital Grants & Contributions) identified in the Long Term Financial Plan, Management prepare a plan of action for Council consideration so as to return the General Fund to a surplus position within a 4 – 6 year timeframe. This plan of action to consider, but not be limited to, the following matters:

- Completion of works program identified within the Asset Management Strategy (including development of asset management plans) to inform discussion on asset service levels.*
- Framework and Program for the conduct of service reviews to inform discussion on services provided by Council and the level / cost of those services.*
- Identification of opportunities to achieve operational efficiencies through the Business Transformation Program and other relevant reviews.*
- Engagement with the community.*
- Timeframes.*

3. That the plan of action be reported to the September 2022 Ordinary Council Meeting.

The transfer from the Water & Sewer Funds to the General Fund relates to Corporate Expenditure recorded initially with in the General Fund but which is attributable to Water and Sewer activities such as:

- Fleet Maintenance & Replacement
- Proportion of Corporate Staff
- Proportion of Elected Representatives and Senior Management
- Proportion of ITC Expenses

The amounts transferred are generally based on the budgets allocated to these functions by the former MidCoast Water.

Submission 3 (See Pages 4-5 of Attachment 1)

I would like to make the following comments on the Draft Community Strategic Plan.
I believe that the plan needs augmenting as follows:

Community outcome

Section 2.3 Need to incorporate advocacy for community scale batteries

Section 2.3.3 Need to incorporate renewable energy into all equipment purchasing.

Section 3.1 Need to incorporate 3.1.5 Advocate for improved access to medical - Hospitals and doctors.

Need to add support for medical practitioners moving to the various villages.

Performance Measures:

Section 2.1 Separate targets for reduction of threatened status for each species.

Section 2.3 Can immediately adopt no emissions for light vehicles by 2027 and light commercials by 2030.

Section 2.3 Need to set a target for emissions reductions for council's heavy vehicle fleet for 2027 and 2032

Section 2.3 Need to set a target for emissions for small plant and equipment for 2027.

Section 3.1 GDP needs to increase in proportion to population growth.

Section 3.1 Incorporate upgrading of the Manning Hospital facilities

Section 3.1 Incorporate increase medical practitioners to state average as a ration to population

Council Response – Executive Team, Manager Natural systems, Manager Growth, Economic Development and Tourism, and Procurement and Fleet Coordinator

Community scale batteries have a role to play. If not behind the meter this is a matter for Essential Energy. It is a topical issue and a restriction for community based renewable energy initiatives.

Procurement decisions are based on an evaluation process that identifies the best value for money option for Council by considering price and non-price criteria with appropriate weightings. There is work in progress to increase the use and weighting of sustainability criteria, e.g. renewable energy, when considering non-price factors in selecting suppliers. Council also has a Climate Change policy and strategy to guide the Council in achieving zero net emissions by 2040. Priority is given to major sources of emissions which is electricity usage and landfill gas. Opportunities for renewable energy are identified in the strategy and are actively being implemented.

Advocating for regional health services to meet demand is listed as a Major Project in the Mayor and Councillors Service Statement in the Delivery Program and Operational Plan (see pages 95-96).

State and Commonwealth Government Agencies manage the threatened species listings and strategic response and are responsible for setting relevant targets. Council is unable to obtain targets for each species from the State Government.

Council will continue to look for and implement options that reduce fleet emissions in a way that meets community expectations including responsible use of ratepayers' funds. The current market is limited for zero-emission vehicles that are fit for purpose for Council's light fleet and are available under commercially reasonable terms including price. The same

principle and approach applies to small plant and equipment and Council's heavy vehicle fleet. As a specific topic, Council will include emission certifications, e.g. Euro 6, in truck selection decisions.

Targets for emission reductions and fleet makeup will be revised in line with changes in available options, e.g. new makes and models of zero-emission vehicles.

Council has a net zero emissions target, and the Climate Change Strategy involves reducing waste of energy through gaining efficiencies, renewable energy installation and renewable energy purchase. Vehicle emissions are a small proportion of the overall council emissions and, whilst these will be managed, there are other larger sources of emissions which will take priority.

Regional health services are addressed in the Mayor and Councillor statement in the Delivery Program and Operational Plan. One of the major projects listed in their statement is to "Advocate for regional health services". Upgrading of the Manning hospital facilities would be considered as part of this project (see page 95). We are unable to identify a source for the suggested performance measure.

Change as a result of the submission: Inclusion of "GDRP per capita" as an additional performance measure

Submission 4 (see Pages 6-7 of Attachment 1)

Recommendation 1:

Ensure the CSP reflects that education is a core value and that the growth and Development is a shared aspiration for the local community. This can be achieved by including the word 'education' within the main objectives of the CSP.

Addition requested:

Refer Community Outcome 3 on page 16 – please add education as an outcome. That is : A strong regional economy that supports education, business, and jobs growth

Recommendation 2:

Education to be reflected in the performance measures indicators on Page 34-35.

Education is a critical issue for the ongoing well-being and prosperity of the LGA.

To be measured as in increase in the % of population with degree qualifications.

Council Response – Executive Team and Manager Growth, Economic Development and Tourism

Community outcomes are very high level and are more aligned with themes. Outcome 3 does not specify other economic activities such as 'tourism' therefore, it is not appropriate to specify 'education'. Education is highlighted in the strategy 3.1.2: "Advocate for local education and vocational training to cover skill and employment gaps".

Changes as a result of the submission: 3.1.2 expanded to include reference to support so that it will read "Advocate for **and encourage** local education and vocational training to cover skill and employment gaps"

Additional measures in CSP "Persons aged 15+ with University Qualifications" and "Persons aged 15+ with trade qualifications (certificate)" will be included (sourced from ABS census data via communitiy.id noting census is every five years with the next release of data by Dec 2022 and then not until 2027).

Submission 5 (see pages 8-10 of Attachment 1)

It has been suggested that I contact Council to express my views and that of many others it would seem, regarding our thought on how our area should be developed.

It is apparent that a large number of residents of the Hallidays Point, Black Head Red Head Diamond Beach localities are concerned that our valued "village" lifestyle is under threat from

several proposed developments, involving medium to high density residential DA's.

My feeling and that of many folk I have spoken to - is that we think that residential block size should be such that a "backyard" is catered for to allow playing space for children, a garden and room for some trees – I would suggest a MINIMUM of 450-500 square metres in size AND the residence no more than TWO storeys in height.

Other factors against any more concentrated type of urban development in our locality are –

The number of roads in and out of the area in the event of an emergency such as fires.

The overall lack of community facilities such as playing fields, cycle and walk ways.

Lack of off street parking for vehicles – already an apparent problem at the Edgewater development at Diamond Beach.

Roads that are inadequate for any increase in traffic volumes.

The generally undesirable effects that increased population density has on us humans.

It is apparent to me that we don't want to go the way Tuncurry, Forster, Port Macquarie etc., have gone with high rise, high/medium density residential dwellings.

It is not as if liveable land is in short supply in Australia – the fact that the type of development we are NOT in favour of is predicated by financial reward should not override the wishes of the existing community.

Thanks for taking the time to read this Adrian, and I look forward to your reply

Council Response – Manager Land Use Planning, Executive Manager Liveability and Sustainable Development, Executive Manager Transport and Engineering and Executive Manager Community Spaces

Hallidays Point is a significant growth area in the MidCoast. Hallidays Point is comprised of four coastal villages: Tallwoods, Black Head, Red Head and Diamond Beach, in addition to large areas of farmland, forest, parks and reserves. In recognition of this, Council is going to prepare a Place Strategy with the community and key stakeholders to identify the local character, environmental outcomes and development opportunities for Hallidays Point. The Place Strategy will identify a proposed future development footprint for the area based on environmental constraints and opportunities following community consultation to provide certainty to the community. The Place Strategy will also allow the community to tell Council what makes their village unique and how future development needs to contribute to maintain this. During the preparation of the Place Strategy, Council will invite the community and key stakeholders to engage in constructive and open discussions on the needs and aspirations of the current and future Hallidays Point community. High density is currently only possible in Forster/Tuncurry and there is no intention to zone for this in the future outside the major centres of Forster/Tuncurry and Taree. Please keep a look out for the proposed consultation opportunities for the Place Strategy over the coming months.

We are working on developing new MidCoast planning frameworks – a Local Environment Plan and a Development Control Plan - to provide a clear, consistent, region-wide framework for development. Once in place, the new plans will guide the way we manage land use across the entire region, catering for the needs of our current communities and helping to

shape our future, with a focus on housing, health, employment, recreation and infrastructure zones.

We have undertaken extensive work examining the urban zones that apply to the towns and villages across the MidCoast, and in particular Hallidays Point. The MidCoast Housing Strategy identified a mix of residential zones for Hallidays Point, being predominately the General Residential and Low Density Residential zones. There is also a small area of Medium Density Residential identified in North Diamond Beach, where the Tourist zone currently applies. This strategy will guide the drafting of the new MidCoast Local Environmental Plan and we will be consulting on this plan in the future. Please keep a look out for this new Plan and participate in the consultation.

Planning for Bushfire Guidelines in NSW are referenced in the development of new subdivisions on bushfire prone land and the NSW Rural Fire Service issue a Bushfire Safety Authority as part of the assessment process. Access and egress for subdivisions are considered as part these processes.

MCC is in the process of drafting a Open Spaces and Recreation Strategy. Community engagement will commence from the end of June 2022. Infrastructure requests will be captured throughout this process, assessed and reported back to Council.

The lack of off-street parking is a common issue across the State. There is an opportunity to address this issue in the formation of the consolidated MidCoast DCP.

Hallidays Point Traffic Study is in progress to assess both current and future traffic needs based on release areas.

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Submission 6 (see Pages 11-12 of Attachment 1)

I submit that the area bounded by Lake St, Hadley St, Bennett's Head Rd and Alice St should be zoned for high rise, as the houses are generally old and on small blocks of land, and the area is suited to development as a result of services already available and aspect.. Lake St is a very wide main thoroughfare with all services and transport, and High rise apartments are the future, so close to town and within walking distance to beaches and the CBD.

Council Response – Manager Land Use Planning

The Housing Strategy reviewed the residential zones across the MidCoast and we consulted with the community in 2020. Apart from the site on the corner of Bennetts Head Road and Hadley Street (rezoned over 10 years ago to the Medium Density Residential zone with a 12m building height), the remainder of this area is proposed to remain with similar planning controls, which allows unit development with a maximum building height of 8.5m. High-rise development is not supported in this location, as it is better located in close proximity to the Forster town centre and west of Macintosh Street. These future planning controls are to be drafted into the new MidCoast Local Environmental Plan and we will be consulting on this plan in the future. Please keep a look out for this new Plan and participate in the consultation.

Submission 7 (see Pages 13-15 of Attachment 1)

Attached please find my thoughts on a few subjects which will help to improve the area in which we live.

- 1) I suggest that it is the best interests of all that The Skate Park is left where it is . It is in a good spot with available parking and as new homes are built in the likes of Parrys Cove it will service the area better. I think it could be improved with a few more obstacles if that is the term
- 2) It is important that the PAMP plan for our town is completed as quickly as possible . Especially the one way traffic for pedestrians on the bridge with the underpass on the south western side . Maintenance of the bridge is sadly lacking.
- 3) Re build the viewing platform at Winda Woppa as this was a draw card for nature lovers both young and old as it was a convenient place to view bird , fish and crusteans.Vandalism is not an excuse for not repairing or rebuilding . The Pindimar boardwalk is in a similar situation and yet is maintained and well used
- 4) Parking is a problem for the town and will become greater as the new homes and units go in. We need the carpark that was planned for Myall St to be done including a toilet block and talking about toilets our public toilets leave a lot to be desired they are all dark and dingy, smelly and generally not nice places
- 5) The carparks at Hawks Nest boat ramp and WindyWoppa swimming area where the shower is are simply a disgrace and need urgent upgrade
- 6) The painting of a mural on the water tanks above Shearwater . People were asked to put in suggestions which were done and all I have heard is that an artist has been chosen . Nothing about what has been decided as appropriate for the painting or when it will happen .

All of the above have been discussed previously but the town hears nothing . Can the council show that they care and are interested in keeping the public informed surely a new topic " Where we are at " in the weekly wrap would not go astray, or maybe a simple spreadsheet would go a long way to stop questions and emails being sent to and from council to people seeking information

Council Response – Executive Manager Transport and Engineering, Executive Manager Community Spaces, Manager Transport Assets, Director Infrastructure and Engineering and Manager Engagement, Communication and Education

1. Noted. The skatepark relocation forms part of a recreation precinct at Providence Park. New developments in the area will include space for public recreation.

2. Council's Pedestrian Access and Mobility Plan (PAMP) and Bike Plan was created to examine current mobility networks in our region, including Tea Gardens & Hawks Nest, and is a strategic document which forms the basis for submitting funding applications under Active Transport (footpath and cycleways) programs. The PAMP demonstrates community support for the individual projects contained in the document and provides commentary around the benefits of each project. With regard to the Bridge, inspections are currently underway and works will be scheduled based on the outcome of those inspections.
3. The current location is not suitable for a bird watching platform. Costings and a new location needs to be identified before a new platform is suited.
4. The carpark has been identified in the Developer Contribution plan and Council is currently collecting funding for that project. Works will be programmed when funds are available.
5. Maintenance works on the Hawks Nest (Moirs Pde) boat ramp are scheduled to be carried out in the 2022-2023 financial year. Comments regarding Winda Woppa are noted and sand will be removed as required.
6. The artist for the work was selected based on an open expression of interest process. They have independently sought input from various groups as part of their design development. They are yet to submit details of the final design theme, hence no details have been publicly shared. We expect the design to be finalised by the end of June with work onsite likely to commence in July 2022.

The weekly wrap does intend to provide updates to the community on projects, activities and services as they happen. As the projects outlined in the submission do move into delivery or to a stage that we need to inform the community about they will be included.

Submission 8 – Cancer Council NSW (See Pages 16-17 of Attachment 1)

Thank you for the opportunity to provide feedback on the draft CSP.

Cancer Council NSW is committed to reducing the impact of cancer on individuals and the community. We are community funded and community focused. We believe health is central to urban planning that can create environments that promote cancer-smart behaviours and reduce exposure to known cancer risks such as solar ultraviolet (UV) radiation.

This submission outlines the importance of the role of built and natural shade in helping to protect the community from over-exposure to UV radiation, and makes specific suggestions for inclusion of shade and UV radiation issues in Council's draft CSP.

Cancer Council NSW works closely with key stakeholders to reduce the incidence of skin cancer by improving access to adequate shade in NSW. Cancer Council NSW is a key partner in the implementation of the NSW Skin Cancer Prevention Strategy (2017) which defines a comprehensive approach to reducing overexposure to UV radiation and ultimately the incidence of skin cancer in NSW. The Strategy is a multidisciplinary initiative lead by the Cancer Institute NSW which is an agency of NSW Health.

Skin cancer in Australia and in your local government area

Australia has the highest levels of UV radiation and the highest incidence rates of skin cancer worldwide, where two out of every three people are likely to be diagnosed with skin cancer by the age of 70. UV radiation from the sun causes 95% of melanomas and 99% of non-melanoma skin cancers in Australia. This means skin cancer is highly preventable. In the Midcoast LGA, the age-standardised incidence rate of melanoma between 2013 and 2017 was 79.3 per 100,000 population, which is higher than the NSW average rate.

The importance of shade in reducing the risk of skin cancer

Quality shade, which is defined as a well-designed and correctly positioned combination of natural and built shade, can reduce solar UV radiation exposure by up to 75%. This makes shade a critical component to reducing overall skin cancer risk.

Shade availability and accessibility are key to shade use; it needs to be readily available across a range of outdoor spaces where children and adults live, work and play.

Councils have a responsibility for a range of health promoting activities intended to benefit their communities. Facilitating sun protection through thoughtful planning and designing of effective shade forms part of these responsibilities.

Prioritising natural shade for UV protection will also assist Council in achieving NSW Government urban heat management and healthy built environment priorities including:

- Achieving proposed tree canopy targets outlined in the draft NSW Urban Design Guide
- Further information on shade is available via Cancer Council NSW's website such as:
- The co-benefits of shade
 - Cancer Council NSW Guidelines to Shade
 - Cancer Institute NSW case studies of well-designed shade.

Response to your Community Strategic Plan (CSP)

Cancer Council NSW would like to commend your Council on mentioning the importance of providing shade in your recent Local Strategic Planning Statement. Council's CSP also plays a key role in ensuring the practical planning and delivery of shade.

Cancer Council NSW urges Council to add the following to your CSP:

- Ensure the value of shade for UV radiation protection and other co-benefits are fully recognised and acknowledge that there is currently a lack of quality shade in public spaces. This may have already been raised in the community engagement you undertook to develop the plan.
- Recognise that quality shade is an asset that is critical to ensuring the health, comfort and well-being of your community.
- The commitment to plan and budget properly in advance for built and natural shade in public spaces including playgrounds, parks, recreation and sporting facilities, active travel networks and town centres.

Thank you again for the opportunity to provide comment on your draft CSP. If you would like any further support or information, please feel free to contact me

Council Response - Executive Manager Community Spaces

Council recognises how important it is to our community to have shade available in our open spaces and recreational areas. Shade provided in playgrounds is part of a playground shade hierarchy based on the use and location of the area. Such as:

- Regional/High Use - Natural and artificial shade
- District - Natural and artificial shade
- Village/Neighbourhood - Natural shade

Submission 9 (See Pages 18-19 of Attachment 1)

Please consider increasing the amount of safe bike paths and walking paths to connect areas. For example, a bike path along blackhead road to Blackhead village would change the lifestyle of so many families and retirees in Homestead and Tallwoods estates. It would connect our little town together and provide us all with safe, healthy options to access the

beach. Please include bike paths in Taree and Forster towns as well. Thank you.

Council Response – Executive Manager Transport and Engineering

Council's PAMP and Bike Plan generally considers the roadside path network and is the strategic document which is the basis for submitting funding applications under Active Transport (footpath and cycleways) programs.

Council is also in the process of developing an Open Space and Recreation Strategy. We will be engaging with the community on it during July-August. Your comments will be considered as part of this engagement.

Submission 10 (See Pages 20-21 of Attachment 1)

I have just had a read of your Draft Delivery program 2022 - 2026, and have noticed there is no mention of any works for cyclists, there is a healthy cycling community in the Mid Coast area, some trails connecting the local towns that will take cyclists away from the main roads would be good, by doing this you would attract cycling tourists from out of the area to ride the cycle paths, as an example I have ridden the Fernleigh track in Newcastle numerous times and am meeting people who come from overseas and make a point of doing this ride as part of their holiday

Council Response – Executive Manager Transport and Engineering

Council's PAMP and Bike Plan generally considers the roadside path network and is the strategic document which is the basis for submitting funding applications under Active Transport (footpath and cycleways) programs.

Council is also in the process of developing an Open Space and Recreation Strategy. We will be engaging with the community on it during July-August. Your comments will be considered as part of this engagement.

Submission 11 (see pages 22-23 of Attachment 1)

Hello I would like to see council give due consideration in these future planning submissions for safe cycling in the Taree and Wingham area by firstly providing safer cycling accessibility and bike rack parking areas within the city centre to alleviate the dire parking issues we currently have and become a council that is looking out for the health and well being of community members by supporting healthy options for transport and getting people outside and exercising and promoting cycling for improved health and fitness by allowing for safer cycling connections within the city centre and beyond. To the outer community areas such as Wingham and Tinonee and beyond. Promoting safe cycling for families can improve health and well being . Allowing for cycling commuter corridors in road planning along regular work travel routes can reduce traffic congestion during peak hours and also reduce constant parking issues within the city centre business precinct during working times. So many health and well being benefits for cycling too can be a big promotional boost for tourism in the area . Cycling holidays are becoming very popular due to increased petrol costs and wanting to holiday closer to home and by promoting the area as a safe cycling destination by providing safe cycling cycleways and cycle corridors for locals and visitors that travel to the area . Give the local community some safe cycling corridors between taree and the Wingham country community areas and Include cycleways in all new road designs and restructures with cycling shoulders available for cyclists to ride on roads with safe distance space from cars and especially in new residential planning designs make

allowances for cycling paths. Please make the Taree to Wingham area and surrounds a cycle safe community . Please consider allowances for cycleways and safe cycle shoulders in all current and future road infrastructure plans .

Council Response – Executive Manager Transport and Engineering

Council's PAMP and Bike Plan generally considers the roadside path network and is the strategic document which is the basis for submitting funding applications under Active Transport (footpath and cycleways) programs.

Council is also in the process of developing an Open Space and Recreation Strategy. We will be engaging with the community on it during July-August. Your comments will be considered as part of this engagement.

Submission 12 (see page 24 of Attachment 1)

I would like to request considerations for cyclists in the 10 year plan. Specifically I would like to request to include safe cycle corridors in the local area and include safe cycle shoulders for safe cycling in and around Taree and Wingham areas with all current and new road infrastructure plans . This promotes healthy active lifestyles and impacts positively on mental health and wellbeing.

I would love to see more cyclists to feel safe riding on our roads. With all the current road restructures now is the time to ask for these road changes to include safe cycle shoulders and new cycle safe corridors established in the local area.

Council Response – Executive Manager Transport and Engineering

Council's PAMP and Bike Plan generally considers the roadside path network and is the strategic document which is the basis for submitting funding applications under Active Transport (footpath and cycleways) programs.

Council is also in the process of developing an Open Space and Recreation Strategy. We will be engaging with the community on it during July-August. Your comments will be considered as part of this engagement.

Submission 13 (see pages 25-29 of Attachment 1)

NO EXTRACT PROVIDED - REFER TO ATTACHMENT 1 TO VIEW THE SUBMISSION IN FULL

Council Response – Executive Team and Manager Engagement, Communication and Education

Strategic Objective 4.2 will be updated to include specific reference to financial management. The Strategic Objective would read "Council demonstrates good governance **and financial management** to ensure...". Monitoring of Council's financial performance is also addressed by performance measures on page 36.

The Community Strategic Plan is reviewed every 4 years, in line with new Council term. This provides opportunity to reassess what is important to our Community and what is realistically able to be achieved. In addition as per the Mayor's message on page 5 of the Community Strategic Plan "during 2023-24 we will be having a longer, more detailed conversation with our community to develop a new longer-term Community Strategic Plan

for the MidCoast. During that conversation, our aim will be to ensure our next Community Strategic Plan is even more reflective of our community's needs, aims and aspirations."

There are a number of Council projects and services that are contributing to mitigating climate change and other areas of importance. These may not be separately identified in the expenditure breakdown but are strategic priorities of the current Council. As there are multiple areas of Council which contribute to these strategic priorities, funding is dispersed across multiple budgets.

The Climate Change Strategy shows how Council will reduce emissions and adapt to the impacts of climate change. This includes investing in renewable energy, becoming more energy efficient, sequestering carbon, transitioning to more sustainable transport options and reducing waste to landfill. To help achieve these targets Council has established a Climate Change and Sustainability Project Control Group. The Project Control Group will guide the development of the Sustainability Action Plan and help to promote a 'culture of sustainability' and foster the adoption of sustainable workplace practices.

For example, in the case of climate change, projects which are dedicated specifically to Climate Change Adaption and Mitigation, are broken up across 3 main sections of Council:

Natural Systems:

\$25,000 has been allocated to the following projects - monitoring our energy and water consumption and green-house gas emissions and membership to Sustainability Advantage.

\$200,000 has been allocated to the Old Bar Manning Point and the Open Coast - Coastal Management Programs. These projects will involve significant community consultation.

Waste:

\$500,000 has been allocated for a gas capture trial and the installation of a Solar System to be housed on the large transfer station awning at the Taree Waste Management Centre

\$500,000 has been allocated for remediation of the Tuncurry Landfill. Remediation works reduce overall emissions from waste management facilities and improve environmental outcomes.

Water Management and Treatment:

\$100,000 has been allocated for the installation of solar panels across large Water Management and Treatment assets.

Renewable energy installations will also be undertaken for all small sites that will have no additional costs as these are covered in the operational budget.

Change as a result of the submission: Strategic Objective 4.2 will be updated to include specific reference to financial management. The Strategic Objective would read "Council demonstrates good governance **and financial management** to ensure..."

Submission 14 (see pages 30-35 of Attachment 1)

NO EXTRACT PROVIDED - REFER TO ATTACHMENT 1 TO VIEW THE SUBMISSION IN FULL

Council Response – Executive Team and Manager Finance

1. Changes to IP&R legislation resulted in the need to restructure the documents in line with the Office of Local Government (OLG) Guidelines. A considerable amount of time and consideration were given to the best way to present the documents so that they not only met statutory requirements, but were also easy for the community to navigate and understand. Councillors were engaged during development of the new documents including the decision to combine the documents. In the OLG Integrated Planning and Reporting Frequently Asked Questions fact sheet (October 2021) page 3 states that "It is up to each council to decide if they wish to combine or separate the DP and OP documents. However, the Plans should clearly demonstrate alignment." You can view this document the here: <https://www.olg.nsw.gov.au/wp-content/uploads/2021/10/IPR-FAQS-092021.pdf>
2. The documents prepared as part of the Integrated Planning and Reporting Framework are informed by our community through a range of activities, including ongoing community engagement. These documents will continue to be informed by our community through regular community engagement. Local community plans are not part of the Integrated Planning and Reporting Framework and were a tool we attempted to use to help inform our understanding of community sentiment. Ultimately, Local community plans did not prove to be a successful way of understanding community sentiment and as such a decision was made to invest our time in other activities that provide a broader representation of the community. This does not mean that our planning is more dominated by State or Regional plans. The removal of Local community plans does not remove the participation of the community in the development of our service delivery and long-term plans and does not impact on the Integrated Planning and Reporting framework.
The graphs provided on pages 31 and 32 are not directly comparable. The Pie Chart on Page 31 shows a break-up of Operating Income by type while the Bar Chart on Page 32 highlights total expenditure by service area which includes Operating and Capital Expenditure and transfers to reserves. This will be amended to provide an additional Pie Chart on Page 31 which will indicate the break-up of Operating Expenses while the Bar Chart on Page 32 will be amended to indicate the percentage of total expenditure allocated to each service area.
The balance of the points raised project possible budgetary implications arising from the current economic environment with rising inflation, wage growth, inflation rates etc.
Monthly budget reviews are conducted to manage the adopted budget and these are reported to Council (and the community). Should the scenario raised in this submission eventuate, Council will need to adjust service levels and planned project delivery to remain within the adopted budget.
3. A variance analysis between the draft 2022-2023 budget and current 2021-2022 actual expenditure will not provide any reliable information for comparative purposes. The 2021-2022 actual expenditure figure is constantly moving.
Council staff were provided with the adopted and amended 2021-2022 budgets for comparative purposes when preparing the 2022-2023 budget and variations were investigated where these were material.

Council does not budget on a locality basis and it is not recommended. Previous examination of this issue (former Great Lakes Council) indicated that the major urban centres actually subsidise the non-urban / rural areas by a considerable amount.

Employee Costs - The difference in figures is related to the variation of treatment of internal job costing (allocation of staff time) to capital works between the Budget Summary Report (Page 2 of the Statement of Revenue Policy) and the 10 Year Financial Plan Page 106 (Page 8 of the Draft Statement of Revenue Policy).

Transport Infrastructure - Commentary on Page 100 (Page 2 of the Draft Statement of Revenue Policy) needs to be updated to reflect the figures contained on Page 144 (Page 46 of the Draft Statement of Revenue Policy) in the Capital Works Program.

Sewer Infrastructure - Commentary on Page 100 (Page 2 of the Draft Statement of Revenue Policy) needs to be updated to reflect the figure contained on Page 144 (Page 46 of the Draft Statement of Revenue Policy). Note the difference between Page 144 and Page 150 is that the figure on Page 144 are rounded.

Water Infrastructure - Commentary on Page 100 (Page 2 of the Draft Statement of Revenue Policy) needs to be updated to reflect the figure contained on Page 144 (Page 46 of the Draft Statement of Revenue Policy). Note the difference between Page 144 and Page 149 is that the figure on Page 144 is rounded.

Borrowings - This comparison is incorrect. The amount in the Council Budget Column represents new borrowings during 2022-2023 while the amount in the 10 Year Financial Plan column represents total interest repayments during 2022-2023.

Changes as a result of the submission: An additional Pie Chart will be included on Page 31 of the DPOP which will indicate the break-up of Operating Expenses. The Bar Chart on Page 32 of the DPOP will be amended to indicate the percentage of total expenditure allocated to each service area. Additional commentary will also be included.

Transport Infrastructure - Commentary on Page 100 (Page 2 of the Draft Statement of Revenue Policy) updated to reflect the figures contained on Page 144 (Page 46 of the Draft Statement of Revenue Policy) in the Capital Works Program.

Sewer Infrastructure - Commentary on Page 100 (Page 2 of the Draft Statement of Revenue Policy) updated to reflect the figure contained on Page 144 (Page 46 of the Draft Statement of Revenue Policy).

Water Infrastructure - Commentary on Page 100 (Page 2 of the Draft Statement of Revenue Policy) updated to reflect the figure contained on Page 144 (Page 46 of the Draft Statement of Revenue Policy).

Submission 15 (see pages 36-42 of Attachment 1)

As this is a 10 year plan with local communities at its very heart, I am somewhat disheartened by the fact that there is no mention of cycling (bicycling) given the relevance and importance of cycling as a form of exercise and for achieving positive health outcomes, community interaction and as a serious option for commuting. If cycling is excluded from this plan does this mean we have to wait a further 10 years in order to get cycling on the agenda? And in the meantime cyclists such as myself continue to use the roads in their current form despite the extreme safety risks involved, and at the frustration of drivers? As a recently returned and former resident of the mid-coast over more than 30 years I can see little change in infrastructure support for cycling in that time. This seems unfathomable given the direction other parts of the country have taken in terms of cycling infrastructure. Cycling provides a number of benefits including positive health outcomes, affordability, community engagement and the opportunity for reduced road maintenance costs as some hours ordinarily spent driving a car are reduced as commuters opt for cycling instead of private vehicles for at least part of the time. Being a resident of Wingham, and a cyclist for leisure and commuting I would hope that at the least there would be a safe option to cycle between Wingham and Taree, in addition to

options for cycling to coastal villages such as Old Bar. There is virtually no safe option for cycling between Taree and Wingham, despite their close proximity. I would often cycle with my 5 year old daughter in a child seat, however it is not at all possible to travel anywhere by bicycle beyond Wingham town due to safety concerns. In addition, when I cycle between Wingham and Taree for example it feels very unsafe, and on much of the journey I am forced to slow the traffic as I navigate sections that force me to enter the left most vehicle lane due to proximity of guard rails or lack of road shoulders. This often results in frustration and anger from passing vehicles, which I can appreciate as it seems unfair for motor vehicles to be forced to drive at extremely slow speeds (often as slow as 10kms/hr) as a cyclist in front of them tries to navigate along a road that is simply not designed to support bicycles in its current form.

I have recorded a number of sections along the Wingham to Taree road which have little or no shoulder and provide a cyclist only one of two options – to hold up traffic (sometimes forcing vehicles to pass by crossing into oncoming traffic lanes) or to cycle off the road into the gravel edge or in many instances a drainage trench running beside the road. Frequently the line marking indicating the outer road edge is followed immediately by gravel or a drainage channel, providing absolutely no shoulder for safety. While some parts of the Wingham-Taree road provide for an adequate shoulder these are mostly limited to the section between Potoroo road and Kolodong road. The least safe section, and the one I believe requires the most attention in terms of providing a safe option for cycling is between the Lincoln Brickworks and Kolodong road. I have provided a few photographs below which I took in June 2022 to demonstrate the inadequacy of road shoulders and associated safety concerns. I can provide precise coordinates of these locations if useful. The 6 photographs shown here demonstrate the inadequacy and safety concerns associated with the section of road between the Lincoln Brickworks and the western end of Kolodong road where it meets Wingham road.

The two photographs shown below I took along Wingham road close to the intersection with Hargreaves drive. These I believe are two examples where the shoulder provided is an adequate width for cyclists and provides vehicles with a safe distance to be able to pass safely and without the need to reduce speed. Shoulders of this width are rarely seen along Wingham road currently. I would like to see shoulders of this width be incorporated into the entire length of Wingham road between Wingham and Taree, in addition to be included in all future road upgrades in the region, especially where there is a link between villages, places of home and work, locations of interest or other significant locations. At this stage in my submission I have focused my attention on the Wingham road. This is not to take away from the importance of implementing these measures in other locations both on and off-road. The ideal solution for both cycle commuter safety and healthy lifestyles for communities would be to design and build cycling routes off-road that join major centres and ideally to coastal communities. However, I realise this would come at greater cost compared with focusing attention on on-road cycling options as commuter corridors and as a leisure activity. An alternative option, and one which is demonstrated on the road between Taree and Purfleet, is to have a bicycle path that runs on only one side of the road and supports cyclists and pedestrians travelling in both directions.

A few examples of strategies and research that support my submission follow here.

I note here the National Road Safety Strategy

(<https://www.transport.nsw.gov.au/operations/walking-and-bike-riding/guides-tools-and-useful-links>) as supported by Transport for NSW which states the following relating to cycling as a national commitment:

The Australian government supports measures to increase all aspects of active transport in our communities. The design, project deployment and funding of cycling and pedestrian facilities is high on the agenda of our state, territory and local governments.

Around 1,200 people are killed each year on our roads, and almost 40,000 are seriously injured. The Draft National Road Safety strategy for 2021-30 sets targets to reduce these numbers over the next 10 years with the ultimate goal of achieving Vision Zero (zero deaths and injuries) by 2050.

I believe that improvements in safe on-road cycling can contribute to reducing the number of deaths on the road, including those that are cycling-related. This strategy has likely already had this affect in other locations across Australia where measures for improving the safety of on-road cycling have been put in place.

In addition to the National Road Safety Strategy, a State Government initiative is the Get NSW Active program (<https://www.transport.nsw.gov.au/projects/programs/walking-and-cycling-program>) which “invests in projects that support safe, easy and enjoyable walking and cycling trips”. The projects funded by the program include walking and cycling infrastructure as well as the development of strategies that support walking and cycling in local communities. Information taken from the Transport for NSW website states that the program demonstrates that the NSW Government is committed to encouraging people to walk or cycle as part of their everyday travel:

“Walking and cycling for commuting and short trips relieve pressure on our roads and public transport networks, and are part of a healthy lifestyle for our communities”. Further, the Get NSW Active’s strategic objectives are aimed at:

improving bike riding to and within centres, neighbourhoods and to key destinations
improving walkability in centres, neighbourhoods and at key destinations, and
enable vibrant centres and liveable neighbourhoods through the creation of street environments that prioritise walking and cycling.

Transport for NSW under this grants program, encourages Councils to plan ahead, develop a program of works and consider different funding options for proposed projects. This approach enables Transport for NSW to progressively plan and expand networks and support Councils to develop a sustainable forward program of walking and cycling projects that provides tangible benefits for our communities and customers.

Given the above, it seems reasonable and logical that MidCoast Council should integrate such strategies into a strategic plan which has a 10 year lifespan in order to plan ahead and develop appropriate programs and plans for infrastructure that can support cycling.

A research paper from The Parliament of NSW on Cycling and Transport Policy in NSW identified a number of points relating to cycling in NSW including the costs and benefits of cycling, and the rates of cycling, stating:

“Research on the costs and benefits of cycling has increased markedly in recent years. This research has identified transport, environmental, economic, social and health benefits that may arise from increased levels of cycling. Cost-benefit analyses have also been conducted on cycling infrastructure projects around the world.”

This clearly suggests a number of benefits that come with cycling as both a transport and leisure activity.

In addition, the paper identifies key factors that influence cycling uptake, two of which are bicycle infrastructure and safety.

In summary, the increased demand for and interest in cycling for commuting and as a leisure activity should be supported by Council by incorporating cycling into current and future plans. The benefits of cycling, alluded to throughout this submission, are numerous and provide a positive outcome for the entire community whether as a cyclist or someone who is directly impacted by those choosing to cycle.

Thank you.

Council Response – Executive Manager Transport and Engineering

Council's PAMP and Bike Plan generally considers the roadside path network and is the strategic document which is the basis for submitting funding applications under Active Transport (footpath and cycleways) programs.

Council is also in the process of developing an Open Space and Recreation Strategy. We will be engaging with the community on it during July-August. Your comments will be considered as part of this engagement.

Submission 16 (see pages 43-49 of Attachment 1)

Please note that much of the contents contained in this document are also contained in my submission in response to the Draft MidCoast Community Strategic Plan 2022-2032. Like the Community Strategic Plan, there is no mention of cycling (bicycling) in this document. As a “statement of commitment to the community” this draft delivery program and plan excludes an important part of the community, of which I refer to cyclists (both leisure and commuter cyclists).

Given the relevance and importance of cycling as a form of exercise and for achieving positive health outcomes, community interaction and as a serious option for commuting, the exclusion of cycling from this plan I believe must be reconsidered.

As a recently returned and former resident of the mid-coast over more than 30 years I can see little change in infrastructure support for cycling in that time. This seems unfathomable given the direction other parts of the country have taken in terms of cycling infrastructure. Cycling provides a number of benefits including positive health outcomes, affordability, community engagement and the opportunity for reduced road maintenance costs as some hours ordinarily spent driving a car are reduced as commuters opt for cycling instead of private vehicles for at least part of the time.

Being a resident of Wingham, and a cyclist for leisure and commuting I would hope that at the least there would be a safe option to cycle between Wingham and Taree, in addition to options for cycling to coastal villages such as Old Bar. There is virtually no safe option for cycling between Taree and Wingham, despite their close proximity. I would often cycle with my 5 year old daughter in a child seat, however it is not at all possible to travel anywhere by bicycle beyond Wingham town due to safety concerns. In addition, when I cycle between Wingham and Taree for example it feels very unsafe, and on much of the journey I am forced to slow the traffic as I navigate sections that force me to enter the left most vehicle lane due to proximity of guard rails or lack of road shoulders. This often results in frustration and anger from passing vehicles, which I can appreciate as it seems unfair for motor vehicles to be forced to drive at extremely slow speeds (often as slow as 10kms/hr) as a cyclist in front of them tries to navigate along a road that is simply not designed to support bicycles in its current form.

I have recorded a number of sections along the Wingham to Taree road which have little or no shoulder and provide a cyclist only one of two options – to hold up traffic (sometimes forcing vehicles to pass by crossing into oncoming traffic lanes) or to cycle off the road into the gravel edge or in many instances a drainage trench running beside the road. Frequently the line marking indicating the outer road edge is followed immediately by gravel or a drainage channel, providing absolutely no shoulder for safety. While some parts of the Wingham-Taree road provide for an adequate shoulder these are mostly limited to the section between Potoroo road and Kolodong road. The least safe section, and the one I believe requires the most attention in terms of providing a safe option for cycling is between the Lincoln Brickworks and Kolodong road. I have provided a few photographs below which I took in June 2022 to demonstrate the inadequacy of road shoulders and associated safety concerns. I can provide precise coordinates of these locations if useful.

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At this stage in my submission I have focused my attention on the Wingham road. This is not to take away from the importance of implementing these measures in other locations both on and off-road. The ideal solution for both cycle commuter safety and healthy lifestyles for communities would be to design and build cycling routes off-road that join major centres and ideally to coastal communities. However, I realise this would come at greater cost compared with focusing attention on on-road cycling options as commuter corridors and as a leisure activity.

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(<https://www.transport.nsw.gov.au/operations/walking-and-bike-riding/guides-tools-and-useful-links>) as supported by Transport for NSW which states the following relating to cycling as a national commitment:

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I believe that improvements in safe on-road cycling can contribute to reducing the number of deaths on the road, including those that are cycling-related. This strategy has likely already had this affect in other locations across Australia where measures for improving the safety of on-road cycling have been put in place.

In addition to the National Road Safety Strategy, a State Government initiative is the Get NSW Active program (<https://www.transport.nsw.gov.au/projects/programs/walking-and-cycling-program>) which “invests in projects that support safe, easy and enjoyable walking and cycling trips”. The projects funded by the program include walking and cycling infrastructure as well as the development of strategies that support walking and cycling in local communities. Information taken from the Transport for NSW website states that the program demonstrates that the NSW Government is committed to encouraging people to walk or cycle as part of their everyday travel:

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enable vibrant centres and liveable neighbourhoods through the creation of street environments that prioritise walking and cycling.

Transport for NSW under this grants program, encourages Councils to plan ahead, develop a program of works and consider different funding options for proposed projects. This approach enables Transport for NSW to progressively plan and expand networks and support Councils to develop a sustainable forward program of walking and cycling projects that provides tangible benefits for our communities and customers.

Given the above, it seems reasonable and logical that MidCoast Council should develop appropriate programs and plans for infrastructure that can support cycling.

A research paper from The Parliament of NSW on Cycling and Transport Policy in NSW identified a number of points relating to cycling in NSW including the costs and benefits of cycling, and the rates of cycling, stating:

“Research on the costs and benefits of cycling has increased markedly in recent years. This research has identified transport, environmental, economic, social and health benefits that may arise from increased levels of cycling. Cost-benefit analyses have also been conducted on cycling infrastructure projects around the world.”

This clearly suggests a number of benefits that come with cycling as both a transport and leisure activity.

In addition, the paper identifies key factors that influence cycling uptake, two of which are bicycle infrastructure and safety.

In summary, the increased demand for and interest in cycling for commuting and as a leisure activity should be supported by Council by incorporating cycling into current and future plans. The benefits of cycling, alluded to throughout this submission, are numerous and provide a positive outcome for the entire community whether as a cyclist or someone who is directly impacted by those choosing to cycle.

Thank you.

Council Response – Executive Manager Transport and Engineering

Council's PAMP and Bike Plan generally considers the roadside path network and is the strategic document which is the basis for submitting funding applications under Active Transport (footpath and cycleways) programs.

Council is also in the process of developing an Open Space and Recreation Strategy. We will be engaging with the community on it during July-August. Your comments will be considered as part of this engagement.

Submission 17 (see page 50 of Attachment 1)

My name is [REDACTED] Together with my wife we own Lot [REDACTED] Carrington Rd in NAC.

Our thoughts for the years to come are that Council include us in the future plans.

We would like the MCC conducts meaningful consultation with all land owners to create plans for the near future .

NAC should be recognised and included as potential priority in the Council Strategic Community Plan, instead of Environmental Zone.

NAC is one of the largest Rate Paying Communities in the middle Coast and also the largest paper subdivision with large potential for the council As well. The Council alone owns a thousand block of land so they can benefit from this if the area is rezoned the Council land will become more valuable and their rates will go up as well.

We want consultations with Community of NAC to be held separately from Tea Gardens due our bigger population.

NAC geographic situation should be taken in consideration as well .Tea Gardens is an area prone to to flash flooding.

Council future plans should include utilising opportunities in NAC to provide housing and therefore employment ,economic development and business grow. New families will have a new place to live.

We hope that Council can improve local infrastructure as well ,but NAC can be a model of Ecofriendly Houses also.

Council role is delivering of a fair partnership with the community and move toward our vision of NAC.

We think the develop of NAC will be a big contribution to the MCC.

Council Response – Manager Land Use Planning

Council's Community Strategic Plan is a high level, long term plan (over ten years) that identifies the community's vision, hopes and priorities and the strategies needed to achieve them. It does not identify or recommend specific areas for development. These areas are included in Council's Urban Release Area Report. However, we are currently developing a new set of planning rules that will apply MidCoast wide that will include a single Local Environmental Plan and Development Control Plan. As part of this process we have

prepared a draft Rural Strategy which provides a platform for considering how land and water resources outside our towns and villages will be used and developed in the future. Community consultation on the draft Rural Strategy was undertaken from 30 August 2021 until 28 January 2022. It involved community conversations on future planning controls that would apply to the rural areas of the MidCoast including non-urban or paper subdivision areas such as North Arm Cove. Information regarding the options for non-urban areas was included in the Paper Subdivision Analysis Report which was a supporting document to the main draft Rural Strategy. During the community consultation for the draft Rural Strategy we communicated through 6 feature advertisements, 3 media releases, 2 radio interviews along with producing fact sheets, posters and distributing letters to over 3500 landholders. Feedback was received by talking with 587 community members, answering 293 email enquiries and having 13 face to face sessions with 125 attendees. Specifically, we answered 674 enquires with non-urban landholders including many from North Arm Cove. In total we received over 400 submissions on the draft Rural Strategy which are currently being considered. The intention is to report the issues raised in submissions, including issues raised relating to North Arm Cove and Paper Subdivisions generally, to Council as part of finalising the draft Rural Strategy. We anticipate that this will occur in September 2022.

Submission 18 (see page 51 of Attachment 1)

This email provides feedback on the draft Community Strategic Plan, as follows:

1. For community outcomes 1.4.2 and 2.1.1 Council's role includes that of Regulator. Regulation and enforcement are essential to achieving these community outcomes. Please include Regulator in the Council Role column.
2. Performance measures general comment – there far too many performance measures to monitor – I counted 62.
With some of them Council has no control or little influence over, such as NBN rollout and the % of dwellings with solar panels.
Performance measures should be targeted and be for issues that Council has control or a direct influence over.
There is heavy reliance on the Customer Satisfaction Survey – I counted 42 measures that rely on this survey. A survey that contains so many issues would be a big turn off, and respondents would soon get sick of it and many would not be bothered to complete it.
I feel that the use of performance measures needs a complete rethink. Whatever performance measures are chosen they should also be transferable to individual staff position's so staff know what their performance is being assessed against.
3. Suggested performance measures – consider including close out rate of customer complaints/reports etc. This is an area that Council is falling down on and it generates a lot of dissatisfaction and complaints within the community.

Can water quality in Bundabah and Bulga Creeks be included as these have a big influence on water quality in North Arm Cove?

Council Response – Executive Team, Director Infrastructure and Engineering, Executive Manager Liveability and Sustainable Development and Manager Natural Systems

1. Role of Regulator will be added to 1.4.2 and 2.1.1.
2. With the review and restructure of the Community Strategic Plan, Delivery Program and Operational Plan Council has focused on developing performance measures that are feasible and meaningful. The Community Strategic Plan is a prepared by Council on behalf of the community and responsibility to deliver this aspirational plan extends to other stakeholders and not just Council. The performance measures are reflective

of the input and ownership of other stakeholders. The Community Satisfaction Survey is regularly completed every 3-4 years to gauge community satisfaction with Council services which is then used to inform future planning.

3. We currently have a pilot project underway to trial a way to capture close out rate of customer requests. Our Business Transformation Program will improve our ability to capture this type of data. This program is a Council-wide approach that will improve the customer experience and make it easier to do business with Council. Through technology, and through making our business processes more efficient, the Program will:
 - Improve services for the community
 - Improve the ease of doing business with Council including online and self-service options
 - Modernise how we operate in our offices and in the field - this includes using technology to complete our work quicker and to be able to action more tasks directly on site.
 - Reduce the time taken to respond to and resolve customer enquiries
 - Run our back office better and save money through being more efficient.
 - Manage our assets better and save money by having access to accurate information

Monitoring occurs in large water bodies such as estuaries and rivers. The Bundabah and Bulga Creeks are not large enough to warrant monitoring and there is no major development currently occurring in the catchment. The solution is catchment management such as keeping stock out of creeks.

Changes as a result of the submission: Role of Regulator will be added to 1.4.2 and 2.1.1 in the CSP.

Submission 19 (see pages 52-53 of Attachment 1)

Thank you for the opportunity to comment on the Draft MidCoast CSP 2022-2032. I am the owner of the non-urban land in North Arm Cove and an active future residents.

It is unfortunate that thousands of individual landowners of so called 'non-urban' land in North Arm Cove have not been given an opportunity to comment and provide input into the CSP released in 2018. It would be against the provisions of the planning legislation not to recognise the landowners of the land zoned RU2 Rural Landscape within North Arm Cove as part of the community. Our vision and our interest have not been taken into consideration although it is secured by the NSW legislation. A Community Participation Plan should be developed in collaboration with the North Arm Cove community (urban and non-urban landowners) on how to progress from this point. The Plan should reflect the requirements of community participation embedded in the Environmental Planning and Assessment Act (1979), Division 2.6 Community Participation.

The frictions and animosity between the most vocal representative (NIMBYs) of the existing NAC community and the owners of land under dwelling prohibition is becoming increasingly fierce. Council's officers and planners have done nothing to assist these two groups to talk to each other and resolve their differences. None of the Social Justice principles listed in the Draft (Equity, Access, Participation, Rights) have applied to Council's dealing with non-urban land owners in North Arm Cove.

Council's CSP and LSPS does not provide for sustainable population growth to facilitate the delivery of the Hunter Region's vision. People aged 65+ years currently represent around 30% of the total population, making it one of the highest concentrations of an ageing population in NSW and Australia. Still, Council keeps refusing to allow lifting of dwelling

prohibition in NAC and let more, hopefully younger people in. There are innovative solution for sustainable infrastructure and there are ways to progress development of NAC in stages. It makes no sense that only existing residents should enjoy their private property rights while the rates paid by thousands of non-urban land owners are used to finance projects in other parts of the LGA.

Despite the fact that there is no elected representative from our part of the LGA, we are still hopeful that Council will finally organise meaningful community consultation with the owners of non-urban land at North Arm Cove. There are thousands of us. The idea about reducing the MLS to 2ha or so makes no sense at all. The existing subdivision is the legacy of Walter Burley Griffin and it must be preserved. Lets try to come up with a more sensible solution.

Council Response – Manager Land Use Planning

A new set of planning rules is currently in development and will include a MidCoast wide Local Environmental Plan and Development Control Plan. As part of this work, we have prepared a draft Rural Strategy which provides a platform for considering how land and water resources outside our towns and villages will be used and developed in the future. Community consultation on the draft Rural Strategy was undertaken from 30 August 2021 until 28 January 2022. It involved community conversations on future planning controls that would apply to the rural areas of the MidCoast including non-urban or paper subdivision areas such as North Arm Cove. Information regarding the options for non-urban areas was included in the Paper Subdivision Analysis Report which was a supporting document to the main draft Rural Strategy. During the community consultation for the draft Rural Strategy we communicated through 6 feature advertisements, 3 media releases, 2 radio interviews along with producing fact sheets, posters and distributing letters to over 3500 landholders. Feedback was received by talking with 587 community members, answering 293 email enquiries and having 13 face to face sessions with 125 attendees. Specifically, we answered 674 enquires with non-urban landholders including many from North Arm Cove. In total we received over 400 submissions on the draft Rural Strategy which are currently being considered. The intention is to report the issues raised in submissions, including issues raised relating to North Arm Cove and Paper Subdivisions generally, to Council as part of finalising the draft Rural Strategy. We anticipate that this will occur in September 2022.

Submission 20 (see pages 54-55 of Attachment 1)

The non urban land at North Arm Cove is a unique opportunity for Council to support the NSW governments initiatives for affordable housing and renewables based living. Council can make a difference to support local community and help develop a template for future subdivision design. Constraints can be overcome, and brave policies can improve our childrens future. Why is it so hard?

Council Response – Manager Land Use Planning

Council is currently considering non-urban land across the MidCoast as part of the draft Rural Strategy. The draft strategy provides a platform for considering how land and water resources outside our towns and villages will be used and developed in the future. Community consultation was from 30 August 2021 until 28 January 2022. Consultation involved conversations with the community on future planning controls that would apply to rural areas of the MidCoast including non-urban areas such as North Arm Cove. Information regarding the options for non-urban areas was included in the Paper Subdivision Analysis Report, a supporting document to the main draft Rural Strategy. Feedback was received by talking with 587 community members, answering 293 email enquiries and having 13 face to

face sessions with 125 attendees. Specifically, we answered 674 enquires with non-urban landholders including many from North Arm Cove. In total we received over 400 submissions on the draft Rural Strategy. We are currently working through all of the feedback received including feedback on the options put forth in the Paper Subdivision Analysis Report. The intention is to report to Council the issues raised in submissions, including issues raised relating to North Arm Cove and non urban land generally, as part of finalising the draft Rural Strategy. We anticipate that this will occur in September 2022.

Submission 21 (see page 56-57 of Attachment 1)

This email provides feedback on Council's draft Delivery Program and 2022/23 Operational Plan.

The feedback is as follows:

1. According to Council's draft Community Strategic Plan, "The Operational Plan and Budget line up with the focus areas in the Delivery Program and show the individual projects, activities and services that Council will deliver each year."
Unfortunately this isn't happening, with very few individual projects being shown in operational plans.
As an example, in the Hawks Nest/Tea Gardens/North Arm Cove/Pindimar there are a number of important projects such as the Singing Bridge pedestrian walkway, footpaths, boat ramps, North Arm Cove park redevelopments etc that are not included in the operational plan, or the delivery program, despite these projects being listed as high priorities by the communities and discussed in Southern Reference Group meetings, and promises being made by Council on these projects.
Communities in the southern part of the LGA are starting to feel they are being ignored by Council, with little funds being spent on improvements in these areas, and the Taree and Forster areas being given preference.
Individual community infrastructure projects over a value of say \$100k should be listed in operational plans. By doing this communities will know that Council is serious when it makes promises for improvements in their areas.
Council should give consideration to having more improvement projects in its southern towns and villages.
2. With regard to Regulatory Services, the key service description should be changed to "Investigates and undertakes compliance and enforcement activities including illegal dumping, illegal building, illegal land clearing, companion animals (dogs and cats), animal noise complaints, parking and abandoned vehicles, public area usage"
This is because Council has failed to enforce illegal activities including illegal land clearing and illegal development and buildings within its paper subdivisions, particularly at North Arm Cove. Council staff say this is because there is not enough staff to investigate and enforce, so it is a low priority. Unfortunately this means that when landowners observe Council taking no action for illegal activities, they feel that Council is a soft touch and they can do whatever they like. The result of this is that illegal activities escalate as is happening in North Arm Cove.
Council needs to get some teeth and start taking action as a deterrent.

I have been advised that there are not enough staff in the regulatory department – this being the case Council should employ additional staff, and start doing what it's community expects it to do and Council states is one of its community values – protecting the natural environment. Council must regulate and enforce legal requirements otherwise our natural environment will be trashed.

Council's failure to enforce legal requirements is a dereliction of its duties.

Council Response – Executive Manager Liveability and Sustainable Development and Manager Engagement, Communication and Education

1. As noted on p28 of the DPOP, The Service Statements represent the DPOP and these outline the ongoing activities and Major Projects for each service. Not all individual projects will be listed in these plans, and many may be part of these larger projects.
The MidCoast Council website provides updates on local projects and these are also communicated through local media and community channels.
The formalisation of a “Southern Area Reference Group” by Council will provide a framework where projects in the southern part of our LGA can be strategically identified by the community so that appropriate funding streams can be sought.
2. Council takes a risk-based approach in responding to service requests and conducts a preliminary assessment of reports to determine the priority of Council’s response.
The welfare of persons, as well as the natural and built environment, are the cornerstones used for Council’s risk-based resourcing model.
Where the issue is outside Council’s control, information may be provided to the customer about dispute resolution and contact details for other resources, such as LawAccess NSW and/or local Community Justice Centres.

Council’s regulatory approach is harm based with resources allocated accordingly. The harm based risk model evaluates potential & actual harms to persons as the highest priority, followed by potential & actual harms to the natural & built environment. The quantum of service requests in any particular area of the LGA is not used as a basis for resource allocation.

Where Council is not the appropriate regulating authority (ARA) for the reported non-compliance, Council may report the matter to the appropriate authority and will supply details of the relevant reporting mechanism (such as e-mail addresses and phone numbers) of the ARA to the customer.

Submission 22 (see pages 58-59 of Attachment 1)

Whilst there are a lot of words and lots of pages, there isn't really a lot of substance, for example Business only mentions Forster - what about the Port Stephens North shore which is closer to Sydney and a wealth of unrealised options. Open Spaces - the only options mentioned are cemeteries - I think that sums this report up!

Council Response – Executive Team

In relation to the Business service statement the two major projects are: Develop and implement the MidCoast Economic Development Plan; and Develop and implement the MidCoast Destination Management Plan. Both of these relate to the whole of the MidCoast local government area.

In the Community Assets service statement, major projects such as the Asset Management Plan for Open Space Infrastructure and the Open Space and Recreation Strategy 2036 apply to a broad range of open spaces and recreation facilities.

Submission 23 (see pages 60-62 of Attachment 1)

I have land at NAC and wish to have a part in the near future living there.

As stated in your justice principles the plan is revised to ensure that no one is excluded or disadvantaged, this is not the case for us at NAC, we want to be included and have equal rites to build, and live on our land and in our region as we pay rates too and work with the council to achieve this.

It is also stated understanding of community trends, at NAC we want innovative and sustainable living ideas a future trend other states already have embraced this Under community outcome it is stated growth in all areas so NAC is a answer for affordable housing coming from the 1000 lots the council owns ,rental,jobs all for the growth of the FUTURE as stated 30%increase by 2036

I have just visited the region and was told by many locals of the urgent need for more housing its a crisis Growth is the future, innovation and community we as new locals could only contribute to all of this

Council Response – Manager Land Use Planning

Council is currently considering non-urban land across the MidCoast as part of the draft Rural Strategy. The draft strategy provides a platform for considering how land and water resources outside our towns and villages will be used and developed in the future. Community consultation was from 30 August 2021 until 28 January 2022. Consultation involved conversations with the community on future planning controls that would apply to rural areas of the MidCoast including non-urban areas such as North Arm Cove. Information regarding the options for non-urban areas was included in the Paper Subdivision Analysis Report, a supporting document to the main draft Rural Strategy. Feedback was received by talking with 587 community members, answering 293 email enquiries and having 13 face to face sessions with 125 attendees. Specifically, we answered 674 enquires with non-urban landholders including many from North Arm Cove. In total we received over 400 submissions on the draft Rural Strategy. We are currently working through all of the feedback received including feedback on the options put forth in the Paper Subdivision Analysis Report. The intention is to report to Council the issues raised in submissions, including issues raised relating to North Arm Cove and non urban land generally, as part of finalising the draft Rural Strategy. We anticipate that this will occur in September 2022.

Submission 24 (see pages 63-64 of Attachment 1)

Allow North Arm Cove land owner to build on their blocks.
Do not rezone North Arm Cove RU2 to environmental Zoning

Council Response – Manager Land Use Planning

Council is currently considering non-urban land across the MidCoast as part of the draft Rural Strategy. The draft strategy provides a platform for considering how land and water resources outside our towns and villages will be used and developed in the future. Community consultation was from 30 August 2021 until 28 January 2022. Consultation involved conversations with the community on future planning controls that would apply to rural areas of the MidCoast including non-urban areas such as North Arm Cove. Information regarding the options for non-urban areas was included in the Paper Subdivision Analysis Report, a supporting document to the main draft Rural Strategy. Feedback was received by talking with 587 community members, answering 293 email enquiries and having 13 face to face sessions with 125 attendees. Specifically, we answered 674 enquires with non-urban landholders including many from North Arm Cove. In total we received over 400 submissions on the draft Rural Strategy. We are currently working through all of the feedback received including feedback on the options put forth in the Paper Subdivision Analysis Report. The intention is to report to Council the issues raised in submissions, including issues raised

relating to North Arm Cove and non urban land generally, as part of finalising the draft Rural Strategy. We anticipate that this will occur in September 2022.

Submission 25 – Gloucester Business Chamber (see pages 65-66 of Attachment 1)

Submission for Proposed Budget

To the Councillors and Executive- MidCoast Council,

Our Chamber wish to thank the Council overall for their renewed focus on Economic Development throughout the entire LGA.

On this point, we have noted in the 22/23 Budget and Delivery Plan there is no detailed budget for ED, specifically any lines relating to specific stimulus activities or programs. While we appreciate the budget is produced with consolidated expenses in single line liabilities and in some cases income, it is concerning that there is a lack of detail around how the budget will be spent.

Without adequate funding for ED through the proposed budget, the region will not realise any significant opportunities or growth which is available.

Therefore, Gloucester Business Chamber requests that a review of the current budgetary allocations for ED are reviewed and amended to reflect the commitment, from Council and all 8 Chambers of Commerce within the LGA to Economic Development within the principals of Infrastructure, Attraction and Growth. It is our request that funds that are currently allocated to ED, which are otherwise categorized in other lines on the budget are reviewed and reapportioned to an additional line in the budget specifically for Economic Development. Further, any future externally sourced funding for ED is also allocated to the same ED line such as ED specific Grants.

Consideration and endorsement of our request, shows commitment, other than verbal, that Council and the communities in the Mid Coast LGA are united in the prioritization of ED and the expectation of immediate delivery of short-term positive outcomes all the while the longer-term Strategic Plan is developed and implemented.

We appreciate the opportunity to provide feedback on such a crucial component of the operation of our Council.

Council Response - Director Liveable Communities and Manager Growth, Economic Development and Tourism

As noted in the submission, budget lines are high level and do not break budget expenditure for Economic Development down into discrete projects.

Discussions are currently underway with the Gloucester Chamber as part of the Economic Development Advisory Committee on short term economic development priorities and the development of a longer term strategy to support the economic growth of the area.

In relation to other line items which relate to Economic Development, such as infrastructure spending it is difficult to separate out a specific budget that is related to Economic Development.

For example, roads, bridges, footpaths, sports infrastructure, rehabilitation of wetlands, boat ramps, public wharfs, etc all support economic, social and environmental outcomes for the region which underpin Economic Development

In relation to Economic Development specific grants, they will come into the budget when received by Council and will need to be a separate line item for acquittal purposes.

Through budget reallocations, Council has identified a sum of \$100,000 to be used for economic development projects which will benefit the MidCoast region. These are now reflected in the budget. In addition, a new Economic Development Steering Committee has been created to help guide the Economic Development Strategy through a partnership between Council and local businesses.

Change as a result of the submission: Additional information has been added to page 26 of the DPOP to demonstrate what is planned to support economic development across a range of Council services.

Through budget reallocations, Council has identified a sum of \$100,000 to be used for economic development projects which will benefit the MidCoast region.

Submission 26 – Team Taree (see pages 67-76 of Attachment 1)

EXTRACT ONLY – REFER TO ATTACHMENT 1 TO VIEW THE SUBMISSION IN FULL

Team Taree is represented by a diverse group of local business people and exists to showcase Taree as a great place to live, work, play and do business. Our strong community and business network covers a broad industry range including Agriculture, Fishing and Oyster Industry, Financial and Legal, Retail, Travel, Manufacturing, Real Estate, Pest Management, Construction (Civil and Housing), Planning, Medical, Aged Care, Social Services, Sports and Entertainment, Accommodation, Clubs and Education, to mention a few. During consistent consults with this network, it is apparent that our collective vision is to see our communities thrive. A key focus of our group is Economic Development, where we; the Business Community, continue to foster an environment for business to grow and invest and simultaneously provide job creation within our growing community. We continuously disseminate information to this community and receive ongoing feedback across a range of platforms including calls, emails, meetings, and our social media pages, as well as feedback from our monthly newsletter sent out to our far reaching and highly active database.

This submission is aimed at Economic Development and highlights that even though Economic Development is one of the main pillars of the Community Strategic Plan, our Council does very little to execute Economic Development projects. Team Taree also wish to highlight that the Community Strategic Plan puts Council's role as one of advocacy when the community clearly wants ACTIONS to be the focus. Advocacy does not deliver projects. Actions deliver projects. Working through the chain of documents which are on exhibition and open for review, the 2022/23 Delivery Plan has no actual actions listed for Economic Development. Furthermore the 2022/23 Budget has little to no allocation for Economic Development Projects. In fact, Council is intending to spend around \$2.45M to deliver \$430K (Destination Management \$310k and Economic Development \$120K)...all remaining to deliver a plan that is to be presented to the Council by the end of 2023. There are no other committed actions in the Delivery Plan for ED. This we see as a gross misspend of Community Funds and a massive waste of economic and social opportunity for the seventh consecutive year.

It is our request that Council review the Community Strategic Plan, the Delivery Plan and the Budget and make imperative changes to fund and resource Economic Development projects for the 2022/2023 financial year. The sum of \$400,000 - over and above the current allocation put into an Economic Development Fund for deliverable Projects would be a fantastic start. We are firm in the belief re allocation of \$100K from I.T. and \$50K from each of the following – Executive Management, Customer Service, Engagement & Communications, Governance, Human Resources and Legal & Property would provide the desired amount required to fund and drive a range of income producing Economic Development Projects. Adopting this reallocation would generate Social and Economic

benefits to the whole LGA whilst delivering the Community's views and desires for the progressive Economic development of our region.

1. Amend the Community Strategic plan to put more emphasis on Delivery of E.D. Projects rather than Advocacy.
2. Include deliverable E.D. projects in the Delivery Plan.
3. Re allocate the Budget items necessary to create a \$400,000.00 Economic Development Fund to be used for deliverable projects.

Following is an extract of the answers to questions which were asked pre-Election by Local News' Julie Driscoll. We draw your attention to the answers on the Economic Development subjects. These responses in the main are why the local community supported and voted for the newly Elected Councillors. Our submission is simply aimed at achieving the Economic Development goals we all share. To waste another year would not be acceptable.

Council Response - Director Liveable Communities and Manager Growth, Economic Development and Tourism

The comments are noted.

The service statements are intended to contain major projects to be completed in 2022/23.

Discussions are currently underway with the Taree Business Chamber as part of the Economic Development Advisory Committee on a short term economic development priorities and the development of a longer term strategy to support the economic growth of the area.

In the absence of identified projects or a strategy to work towards only limited actions can be identified. Once these are identified and agreed to by Council a budget will be allocated.

The allocation of a sum of \$400,000 - over and above the current budget to put into an Economic Development Fund for deliverable projects is an admirable suggestion.

As indicated above, in the absence of any specifically identified projects or a strategy to work towards it is hard to justify the reallocation of \$400,000 from other parts of Council's budget.

When specific Economic Development projects are identified and agreed to by Council a budget to fund the projects will be allocated.

Through budget reallocations, Council has identified a sum of \$100,000 to be used for economic development projects which will benefit the MidCoast region. These are now reflected in the budget. In addition, a new Economic Development Steering Committee has been created to help guide the Economic Development Strategy through a partnership between Council and local businesses.

Change as a result of the submission: Additional information has been added to page 26 of the DPOP to demonstrate what is planned to support economic development across a range of Council services.

Through budget reallocations, Council has identified a sum of \$100,000 to be used for economic development projects which will benefit the MidCoast region.

Submission 27 – MidCoast Business Chamber (see pages 77-79 of Attachment 1)

Across our LGA, the Business Community has warmly welcomed a new prioritisation and commitment for Economic Development. We thank you for the time that has been invested to date to engage with the Business Community through the individual Business Chambers and the Regional Chamber.

It is in light of these verbal commitments that the absence of any financial commitment specifically for Economic Development in the proposed 22/23 Delivery Plan and Budget, documents that the current Council oversaw the development of, is a cause of great concern and confusion. Without allocated resourcing to enable the implementation of Economic Development initiatives, Council is limiting any meaningful progress in this vital dimension of our region. The budget allowance falls far short of fulfilling much of the delivery plan (see supporting document in email> MCC ED Services Summary).

Therefore, the MidCoast Business Chamber (MCBC) requests an immediate review of the current financial commitment to Economic Development and amend the budget accordingly. We recommend the addition of a new dedicated ED line allocation supported by 1) new funds accumulated across the proposed budget 2) existing funds recategorized from the proposed budget (Council spend and externally committed Grant funding).

This change demonstrates that Councillors and Communities are committed to prioritising Economic Development immediately as well as building towards further funding in the 23/24 budget once a ED Strategic Plan has been developed and endorsed.

Council Response - Director Liveable Communities and Manager Growth, Economic Development and Tourism

The comments are noted.

Discussions are currently underway with the MidCoast Business Chamber as part of the Economic Development Advisory Committee on short term economic development priorities and the development of a longer term strategy to support the economic growth of the area.

In the absence of identified projects or a strategy to work towards only limited actions can be identified in the plans. Once Economic Development initiatives are identified and agreed to by Council a budget will be allocated.

In relation to Economic Development specific grants, they will come into the budget when received by Council and will need to be a separate line item for acquittal purposes.

Through budget reallocations, Council has identified a sum of \$100,000 to be used for economic development projects which will benefit the MidCoast region. These are now reflected in the budget. In addition, a new Economic Development Steering Committee has been created to help guide the Economic Development Strategy through a partnership between Council and local businesses.

Change as a result of the submission: Additional information has been added to page 26 of the DPOP to demonstrate what is planned to support economic development across a range of Council services.

Through budget reallocations, Council has identified a sum of \$100,000 to be used for economic development projects which will benefit the MidCoast region.

Submission 28 (see pages 80-97 of Attachment 1)

NO EXTRACT PROVIDED - REFER TO ATTACHMENT 1 TO VIEW THE SUBMISSION IN FULL

Council Response - Director Corporate Services and Manager Natural Systems

Council prepares Financial Information in the Integrated Planning and Reporting documents in accordance with the IP&R Guidelines. In addition Financial Statements and Reporting is prepared to meet accounting standard requirements. Council does include additional commentary to explain councils financial position and will continue to improve how this is presented to the community.

IPART has approved Councils additional Special Variation request for a 2.25% rate increase and the LTFP will be updated, reported to Council and placed on Councils website.

In relation to Councils Financial Position Council adopted the following resolution when it adopted the Draft DPOP for exhibition on 11th May 2022:

174/2022 RESOLUTION

(Moved Cr J Miller / Seconded Cr A Tickle)

1. That Council place the Draft 2022-2026 Delivery Program and 2022-2023 Operational Plan as at Attachment 1, the draft Statement of Revenue Policy as Attachment 2, the Draft 2022-2023 Fees & Charges Schedule as at Attachment 3, and the Draft Detailed Budget 2022-2023 as at Attachment 4 on public exhibition for 28 days to allow consideration of its contents by the public and the lodgement of submissions during the exhibition period.

2. That in view of the projected ongoing General Fund deficit position (Operating Result before Capital Grants & Contributions) identified in the Long Term Financial Plan, Management prepare a plan of action for Council consideration so as to return the General Fund to a surplus position within a 4 – 6 year timeframe. This plan of action to consider, but not be limited to, the following matters:

- Completion of works program identified within the Asset Management Strategy (including development of asset management plans) to inform discussion on asset service levels.*
- Framework and Program for the conduct of service reviews to inform discussion on services provided by Council and the level / cost of those services.*
- Identification of opportunities to achieve operational efficiencies through the Business Transformation Program and other relevant reviews.*
- Engagement with the community.*
- Timeframes.*

3. That the plan of action be reported to the September 2022 Ordinary Council Meeting.

Energy consumptions and emissions are tracked using external firm (Azility). An annual report is proposed each year to report on emissions reductions and initiatives to reduce emissions. External certification is not envisaged as Council already has monitoring undertaken by Azility. An interim target in the transition to zero net emissions is planned. A financial plan for the transition to zero net emissions is required. Whilst there are cost savings to be made with strategic investment in renewables this will account for only approximately 25% of emissions reductions. Purchase of green power, changes to waste management through food and organic waste management and offsetting are the other measures that will be required.

The Land Use Planning team have a consultancy budget that has been used over the last four years to develop strategies and plans that contribute to the future planning controls, as well as the expertise offered by council staff. With the consultation on the Rural Strategy completed earlier this year, we are now moving toward drafting the new MidCoast Local Environmental Plan and Development Control Plan. We will be consulting on this plan in the future. Please keep a look out for this new Plan and participate in the consultation.

Submission 29 – Cancer Institute NSW (see pages 98 - 104 of Attachment 1)

EXTRACT ONLY – REFER TO ATTACHMENT 1 TO VIEW THE SUBMISSION IN FULL

The Institute is concerned that shade is not mentioned in the CSP and suggests that the importance of built and natural shade is included in the following relevant sections (suggested additions are shown in italics):

- On p20, add to Strategy 1.4.3: Encourage physical health and fitness and social connectedness by providing safe, shaded and appropriate recreational facilities.
- On p22, add another Strategy to Objective 2.2 'We understand and manage environment and climate change risks and impacts': 2.2.3 Prepare a Shade and UV Strategy to mitigate against over-exposure to UV radiation.
- On p25, add another Strategy to Objective 3.3 'Our integrated transport networks meet the needs of our businesses and the community': 3.3.3 Provide a network of shaded footpaths and cycleways.
- Add to the Performance Measures: % of residents satisfied that they can find shade in public places when it is needed.

Council Response - Executive Manager Community Spaces and Director Infrastructure & Engineering

Shade is considered in the DPOP as part of the Asset Management Plan for Open Space infrastructure. Shade is also considered as part of determining "appropriate" recreational facilities.

Council recognises how important it is to our community to have shade available in our open spaces and recreational areas. The preparation of a dedicated Shade and UV Strategy is not part of the coming years work program.

The primary focus of Strategic Objective 3.3 is to 'connect' business and the community. Providing 'shaded' footpaths and cycleways is beyond the primary intention of the strategy.

Submission 30 (see pages 105 - 106 of Attachment 1)

Further to my email of 7 June 2022 with feedback on this draft plan, I would like to add one more feedback point in relation to Regulatory Services, as follows:

The performance measures proposed/used for Regulatory Services are totally inadequate – they are measures that have no relation at all to investigating and resolving complaints. The really important regulatory issues within the LGA are not school zone parking or companion animal ownership or registration, but illegal dumping, illegal development and illegal land clearing.

Performance measures must include % resolution of reported illegal issues, separately for illegal dumping, illegal development and illegal land clearing.

Council Response - Executive Manager Liveability and Sustainable Development

The resolution of service requests in the regulatory field differ greatly with some matters resolved to Council's satisfaction on the first contact, whilst other matters taking many months or even years to resolve. Resolution methodology is varied with the use of regulatory tools and methods being dependant on whether civil or criminal enforcement (or both) is the preferred method of achieving desired outcomes. Outcomes are assessed in terms of the greater public interest and not in relation to any particular geographical area or focus group.

Submission 31 (see pages 107 - 108 of Attachment 1)

Thank you for this opportunity; unfortunately my comments are offered in haste as I've been away. You will note from these that I believe education needs to be a pillar of the CSP.

Refer p15: Suggested change re ... thriving and growing economy:

We are a place where people want to live, learn, work and play, and where business is resilient and adaptable to change by having access to educational opportunities and by utilising knowledge and expertise that supports innovation.

Refer p16: Suggested change to Community Outcome 3: A strong regional economy that supports education, business and jobs growth. (Repeated on p34.)

Refer p20, 1.3.3: Name Taree Universities Campus as having a role

Refer p25, 3.1.2 Name Taree Universities Campus (TUC) as having a role; also name Commonwealth Department of Education as funding for TUC and other programs such as the Regional Partnerships Project Pool Program (RPPPP) are funded (in full or in part) by the Commonwealth Government. (In other words, the Commonwealth as well as the State now has a role in funding/providing educational opportunities in our LGA.)

Refer p34: 3.1 'MidCoast is a great place to visit, live, learn, work and invest

Performance indicator / measure to include % of population with a university degree (currently low compared with NSW/Australia as a whole)

Council Response – Executive Team

The community values were developed in consultation with the community between 2016-2018 and therefore cannot be changed. As indicated by the message from the Mayor on page 5 of the CSP "During 2023-24 we will be having a longer, more detailed conversation with our community to develop a new longer-term Community Strategic Plan for the MidCoast. During that conversation, our aim will be to ensure our next Community Strategic Plan is even more reflective of our community's needs, aims and aspirations."

In regard to the suggested change to Outcome 3, community outcomes are very high level and are more aligned with themes. Outcome 3 does not specify other economic activities such as 'tourism' therefore, it is not appropriate to specify 'education'. Education is highlighted in the strategy 3.1.2: "Advocate for **and encourage** local education and vocational training to cover skill and employment gaps"

Changes as a result of the submission: 3.1.2 expanded to include reference to support so that it will read "Advocate for **and encourage** local education and vocational training to cover skill and employment gaps"

Taree Universities Campus to be included as having a role on page 20, 1.3.3 and on page 25, 3.1.2. Department of Education, Skills and Employment to also be included as having a role on page 25, 3.1.2.

Submission 32 (see page 109 of Attachment 1)

I am writing to voice my interest and concern with the above subject

I am writing to request that NAC should be included in Strategic Community plan, as we are a part of the largest paper subdivision with huge opportunities demonstrated by the NACRPA for using the areas and developing the land owned by mum and dads, this can be achieved by Engaging all land owners and producing plans for the future.

Sustainability Research Centre framework can be achieved by working with keen land owners regular mum and dads people who are ready to participate in the project and help the development, bring back some kindness and help people achieve the sanctuary that we are all dreaming about by sharing the workload helping each other with win win strategy.

I am urging all councilor to bring alive the dream that was once dreamt by Sir Walter Burley Griffin and his family, the designs are there just time to implement. Your kindness and strategic planning and support will help the community and sustain the wildlife in the surrounding area.

Council Response – Manager Land Use Planning

Council's Community Strategic Plan is a high level, long term plan (over ten years) that identifies the community's vision, hopes and priorities and the strategies needed to achieve them. It does not identify or recommend specific areas for development. These areas are included in Council's Urban Release Area Report. However, we are currently developing a new set of planning rules that will apply MidCoast wide that will include a single Local Environmental Plan and Development Control Plan. As part of this process we have prepared a draft Rural Strategy which provides a platform for considering how land and water resources outside our towns and villages will be used and developed in the future. Community consultation on the draft Rural Strategy was undertaken from 30 August 2021 until 28 January 2022. It involved community conversations on future planning controls that would apply to the rural areas of the MidCoast including non-urban or paper subdivision areas such as North Arm Cove. Information regarding the options for non-urban areas was included in the Paper Subdivision Analysis Report which was a supporting document to the main draft Rural Strategy. During the community consultation for the draft Rural Strategy we communicated through 6 feature advertisements, 3 media releases, 2 radio interviews along with producing fact sheets, posters and distributing letters to over 3500 landholders.

Feedback was received by talking with 587 community members, answering 293 email enquiries and having 13 face to face sessions with 125 attendees. Specifically, we answered 674 enquires with non-urban landholders including many from North Arm Cove. In total we received over 400 submissions on the draft Rural Strategy which are currently being considered. The intention is to report the issues raised in submissions, including issues raised relating to North Arm Cove and Paper Subdivisions generally, to Council as part of finalising the draft Rural Strategy. We anticipate that this will occur in September 2022.

Submission 33 (see pages 110 - 111 of Attachment 1)

Great work, well done. Proposed plan looks to have a good balance of vision and aspirational goals with practical considerations. Recommendation is that there is a similar focus on assurance to help obtain maximum value from the exercise, ie checking that

actions match plans, there is consistent reporting of actual results vs targets, and there are clear responsibilities and accountabilities.

Council Response - Director Corporate Services

Noted and Council will continue to improve plans in accordance with the IP&R guidelines.

Submission 34 (see page 112 of Attachment 1)

The budget for road maintenance needs to be increased. The roads in Lansdowne Valley are dangerous and substandard. Potholes take many weeks to fix, with MV damage and risk of serious injury. The road renewal program needs to include Lansdowne Valley and Upper Lansdowne

Council Response - Director Infrastructure & Engineering

This year's program has allocated a separate \$7.5 million for immediate repairs and major maintenance across the road network. Council has resolved to investigate the matter further and prepare a strategy by the end of the year that details how we will address the issue of long-term sustainable funding across our transport infrastructure network.