
Community and Stakeholder Engagement Report

Electric vehicle charging stations - proposed locations

Consultation period: Friday 23 June to Sunday 23 July 2023

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1. Summary




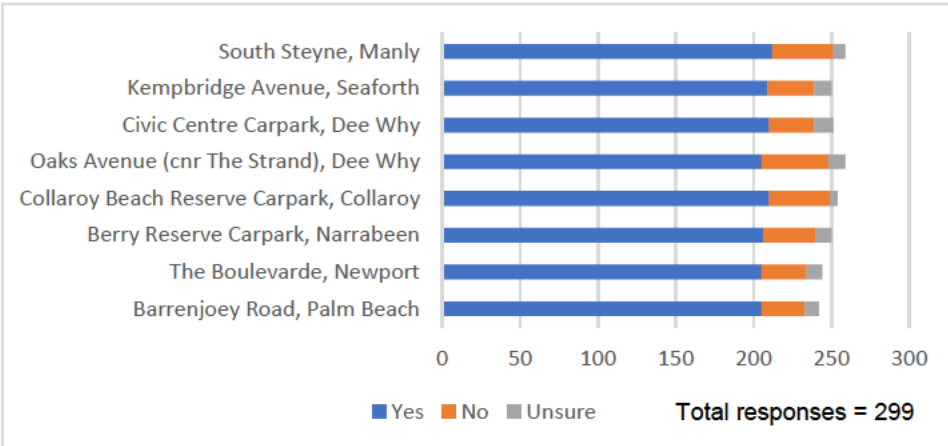
This report outlines the outcomes of community and stakeholder engagement as part of a proposal for more Electric Vehicle (EV) charging station locations across the Northern Beaches. The proposal identified eight locations: Barrenjoey Road Palm Beach, The Boulevard Newport, Berry Reserve Carpark Narrabeen, Collaroy Beach Reserve Carpark, Civic Centre Carpark Dee Why, Oaks Avenue Dee Why, Kempbridge Avenue Seaforth and South Steyne Manly.

The feedback collected during the consultation indicated a high level of support for the proposed conversion of car parking spaces to EV charging spaces as it would encourage the uptake of EVs and contribute to the reduction of carbon emissions.


While the majority of respondents supported the proposal, several concerns were raised including the placement of the proposed charging bay in each location and opposition to advertising on the charging stations.

Respondents who were not supportive of the proposal also felt that publicly owned land (carparks) should not be used for a commercial enterprise and that Council should not be supporting or subsidising EV owners who are only a small minority of total drivers.





1.1. Key outcomes

 Total unique responses	329*																																					
 How responses were received	Online submission form Written responses (email/letter)	Completions: 299 Number received: 30																																				
 Online sentiment question	<p>Please indicate your support/ objection to the proposed location/s you are interested in below:</p>  <table><thead><tr><th>Location</th><th>Yes</th><th>No</th><th>Unsure</th></tr></thead><tbody><tr><td>South Steyne, Manly</td><td>210</td><td>40</td><td>10</td></tr><tr><td>Kempbridge Avenue, Seaforth</td><td>210</td><td>40</td><td>10</td></tr><tr><td>Civic Centre Carpark, Dee Why</td><td>210</td><td>40</td><td>10</td></tr><tr><td>Oaks Avenue (cnr The Strand), Dee Why</td><td>210</td><td>40</td><td>10</td></tr><tr><td>Collaroy Beach Reserve Carpark, Collaroy</td><td>210</td><td>40</td><td>10</td></tr><tr><td>Berry Reserve Carpark, Narrabeen</td><td>210</td><td>40</td><td>10</td></tr><tr><td>The Boulevard, Newport</td><td>210</td><td>40</td><td>10</td></tr><tr><td>Barrenjoey Road, Palm Beach</td><td>210</td><td>40</td><td>10</td></tr></tbody></table> <p>Total responses = 299</p>		Location	Yes	No	Unsure	South Steyne, Manly	210	40	10	Kempbridge Avenue, Seaforth	210	40	10	Civic Centre Carpark, Dee Why	210	40	10	Oaks Avenue (cnr The Strand), Dee Why	210	40	10	Collaroy Beach Reserve Carpark, Collaroy	210	40	10	Berry Reserve Carpark, Narrabeen	210	40	10	The Boulevard, Newport	210	40	10	Barrenjoey Road, Palm Beach	210	40	10
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*Not every respondent made a comment in addition to answering the online sentiment question.

 Feedback themes	Additional Locations Location suitability Cost	Advertising structure Charging infrastructure Enforcement
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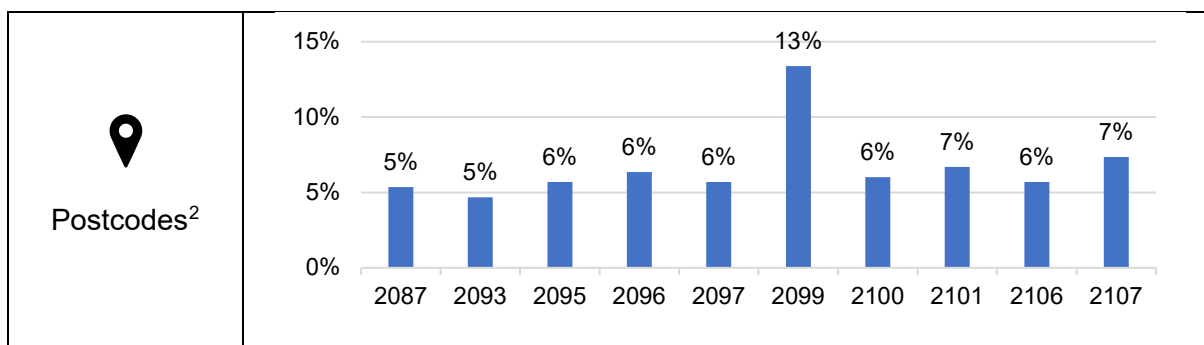
1.2. How we engaged

 Have Your Say: visitation stats	Visitors: 2,909	Visits: 3,463	Average time onsite: 1 min 46 secs
 Print media and collateral	Council Media Release Council News Story Letterbox drop: 2108, 2106, 2101, 2097, 2099, 2092 and 2095 Site signs: Yes		11 July 2023 13 July 2023 Distribution: 1,393 Number of signs: 8
 Electronic direct mail (EDM)	Community Engagement newsletter (fortnightly): 2 editions Council e-News (weekly): 1 edition Manly Mainstreet News (monthly): 1 edition		22,500 subscribers 61,500 subscribers 580 subscribers
 Key stakeholder engagement	Stakeholder direct emails sent: 4		Distribution: 4 community groups

1.3. Who responded¹

 Gender	<div> <div>Male</div> <div>Female</div> <div>Other id.</div> <div>N/A</div> </div> 
 Age groups	<div> <div><25 yrs</div> <div>26-50 yrs</div> <div>51-75 yrs</div> <div>76+ yrs</div> <div>N/A</div> </div> 

¹ Demographic data was gathered by online form only.



2. Background

This report outlines the community and stakeholder engagement conducted for the proposal to install Electric Vehicle (EV) charging bays in eight locations across the Northern Beaches LGA.

In line with our Transport Strategy - Move 2038, Northern Beaches Council supports the uptake of electric vehicles (EV) and has partnered with Ausgrid and JOLT (a vehicle charging network company) to install free, 15-minute public EV charging stations in selected locations across the Northern Beaches.

Electric Vehicle charging station locations in Palm Beach, Newport, Narrabeen, Collaroy, Dee Why, Seaforth and Manly were identified as suitable locations as they meet the requirements in the adopted EV Charging Infrastructure Plan. These locations are also in close proximity to existing Ausgrid infrastructure which will supply electricity to the EV charging stations.

To enable the existing parking spaces to be converted into EV charging bays, we need to change the existing parking restrictions to 'No Parking Electric Vehicles Excepted Only While Charging Limit 1 Hour' in all eight locations.

The 15 minutes free charging will be funded by paid advertising on the EV charging infrastructure. The remaining operational costs will be recovered from the EV customers paying for any additional time charging, limited to 1 hour.

Community consultation was conducted to gauge the level of support for these proposed changes at each of the following locations:

- Barrenjoey Road, Palm Beach (outside Pittwater Park South carpark)
- The Boulevarde, Newport
- Berry Reserve Carpark, Narrabeen
- Collaroy Beach Reserve Carpark, Collaroy
- Civic Centre Carpark, Dee Why
- Oaks Avenue (cnr The Strand), Dee Why
- Kempbridge Avenue, Seaforth
- South Steyne, Manly.

² Postcodes with response of 5% or higher

3. Engagement objectives

Community and stakeholder engagement aimed to:

- build community and stakeholder awareness of participation activities
- provide accessible information so community and stakeholders can participate in a meaningful way
- identify community and stakeholder concerns, local knowledge and values
- communicate to community and stakeholders how their input was incorporated into the planning and decision making process.

4. Engagement approach

Community and stakeholder engagement for the Electric Vehicle charging stations - proposed locations was conducted between Friday 23 June and Sunday 23 July 2023, and consisted of a series of activities that provided opportunities for community and stakeholders to contribute.

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

A project page³ was established on our have your say platform with information, provided in an accessible and easy to read format.

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

Feedback was captured through an online submission form embedded onto the have your say project page. The form included a question that directly asked respondents if they supported the proposed locations.

An open-field comments box provided community members a space to explain or elaborate on their support, non-support or neutral sentiment as well as any other feedback they wished to contribute.

Email and written comments were also invited.

5. Findings

During consultation we received 329 unique submissions, including 299 online submissions.

Not all respondents provided an answer to the sentiment question (Yes, No, Unsure) for each location – the number of answers for each location are outlined in the table on the next page, along with the percentage who selected “Yes”

³ <https://yoursay.northernbeaches.nsw.gov.au/el259electric-vehicle-charging-stations-proposed-locations-june-2023>

Location	No. of responses	Online Responses % Support
Barrenjoey Road, Palm Beach	242	85%
The Boulevarde, Newport	244	84%
Berry Reserve Carpark, Narrabeen	250	82%
Collaroy Beach Reserve Carpark, Collaroy	254	83%
Oaks Avenue (cnr The Strand), Dee Why	259	79%
Civic Centre Carpark, Dee Why	251	84%
Kempbridge Avenue, Seaforth	250	84%
South Steyne, Manly	259	82%

A qualitative review of the submissions received via email indicated mixed sentiment towards the proposal:

- 7 indicated support
- 6 indicated objection
- sentiment for 17 could not be definitively determined.

One of the key reasons given for support of the proposal was environmental benefits, including the reduction of carbon emissions and it would assist the uptake of electric vehicles.

Some respondents added that this initiative should include multiple charging bays per location and be rolled out through the entire Local Government Area, or alternatively, located in petrol stations and/or Council and shopping centre car parks. Church Point, Avalon, Bayview, Frenchs Forest, Elanora Heights, Terrey Hills, Belrose and Davidson were all suggested as additional locations.

Overall 15.6% of respondents did not support the proposal. Their main concerns are reflected in Table 1 below.

Several respondents who were unsure about the proposals would like more information on the EV charging company JOLT and the free charging component, would rather Council focus on other projects, and do not want the charging facilities to impact nearby residents.

Table 1: Issues, change requests and other considerations

Theme	Issues, change requests and other considerations raised	Council's response
Cost	Confusion and lack of clarity around timing and what 'free' charging means in practice.	The 15 minutes free charging will be funded by paid advertising on the EV charging infrastructure. Customers can continue to use the charging beyond the free 15 minutes up to 1 hour for a fee. Currently, the prices

Theme	Issues, change requests and other considerations raised	Council's response
		are the first 7kWh free (approx. 15 minutes), then \$0.46 per kWh thereafter. \$1 per min idle fee applies for vehicles staying longer than the 1 hour permitted.
Locations	Locations proposed are in busy town centres and would remove existing parking from non-EV users.	<p>These locations are deemed suitable, as they are in high turnover town/strategic centres. This allows and attracts EV users to the town centres, which will support local businesses.</p> <p>These spaces also need to be located within proximity to existing Ausgrid distribution kiosks to allow for the charging infrastructure.</p> <p>Feedback received from the recently installed EV spaces (in Mona Vale, Dee Why and Freshwater) demonstrates usage and a boost to the local economy (e.g. food, beverage, shopping while waiting for vehicle to charge).</p>
	Feedback reflected that multiple charging bays are required at each location.	We will monitor the demand and usage of these bays and will consider installing additional multiple bays at locations as/if required.
	Additional charging bays required across the whole Local Government Area.	<p>As part of the adopted EV Charging Infrastructure Plan, we will initially consider locations that are in strategic and tourism destinations for EV charging infrastructure. This will include strategic centres such as Mona Vale, Brookvale/Dee Why, Frenchs Forest and Manly, as well as tourist areas such as Narrabeen and Palm Beach.</p> <p>We will consider sites based on the location having:</p> <ul style="list-style-type: none"> • an existing and/or potential demand for EV charging • a desirable location for the user to stop, spend time in the area or use local amenities • a safe location for access to the proposed charging infrastructure • access to a suitable power supply. <p>We will also consider sites that are located at key entry points to the Northern Beaches Local Government Area or near the main road corridors.</p>

Theme	Issues, change requests and other considerations raised	Council's response
Financial and commercial interests	<p>This proposal results in commercial benefits on publicly owned land.</p> <p>Concerns about advertising on electricity kiosks.</p>	<p>Electric Vehicles are the fastest growing vehicle ownership category and demand for electric charging infrastructure is anticipated to grow substantially. Northern Beaches Council is committed to helping our community to reduce emissions and a lack of charging infrastructure is a barrier for electric vehicle uptake. JOLT is offering 100% local green energy which further supports our efforts to reduce emissions.</p> <p>Any provision of EV charging stations on public land will be subject to licensing/leasing arrangements, or similar, between the provider and Council. Council will retain rights to remove infrastructure under a number of circumstances, including if infrastructure is not being appropriately maintained or if for any reason it is not found to be in the best interest of the community. All costs will be the responsibility of the infrastructure provider.</p> <p>Licence and/or lease terms shall be in accordance with Council's related Policies including Council's adopted Electric Vehicle Charging Infrastructure Plan. We are working with a number of companies who are looking to install charging infrastructure on the Northern Beaches and we are working to ensure that there is healthy competition between providers on the Northern Beaches.</p> <p>Advertising must comply with relevant standards. All content displayed on the advertising screens abide by the OMA Code of Ethics. This is the same authority that covers all outdoor media, such as advertising on bus shelters, phone booths and billboards etc. This ensures that screens are static (no moving images), they transition to a different image every 10 seconds, illumination is adjusted according to the time of day (screens are dimmed during night time) and all content is vetted to ensure it is aligned with the OMA Code of Ethics (e.g. advertising that contains tobacco, nicotine, alcohol and gambling</p>

Theme	Issues, change requests and other considerations raised	Council's response
		will be prohibited from any EV charging infrastructure and site in the Northern Beaches LGA).
Infrastructure	Charging infrastructure.	JOLT is proposing 25kw Direct Current (DC) fast chargers. DC allows for much faster charging speeds than Alternating Current (AC) chargers. All JOLT chargers have CCS2 and CHAdeMO plug types, which are the industry standard DC charger types and cater for almost all battery electric vehicles (BEVs). In the rare event a vehicle uses a different plug type, customers can use their own adaptor.
	Location of charging port and parking bay.	<p>Due to the location of the existing Ausgrid infrastructure, in some locations there are limitations as to where charging infrastructure can be installed, to fit in with the existing road conditions and to also maximise the most allocated parking bays for all vehicles.</p> <p>As EVs have different charging point positions on different models, it can be quite challenging to find a solution to suit every single vehicle at every location.</p> <p>We have a range of different bays (parallel parking, 90-degree etc. installed and proposed) along with working with other EV charging providers with different EV charging infrastructure to help alleviate this challenge and ensure suitable charging is available for all types of EVs across a number of locations in the Northern Beaches LGA</p>
	Reporting faults.	<p>The most efficient way customers can report faults is by emailing support@joltcharge.com or calling JOLT's 24/7 customer support line on (02) 5565 6000.</p> <p>A real time map is displayed within the JOLT app, with 'Out of order' stations showing as a greyed-out icon and 'Occupied' stations show as a black icon.</p>
Social	Subsidising or assisting EVs only benefits a minority of drivers that are already affluent.	The first 15 minutes of charging are funded by advertising. The remaining operational costs will be recovered from

Theme	Issues, change requests and other considerations raised	Council's response
		<p>the EV customers paying for any additional time charging.</p> <p>Electric Vehicles are seeing high rates of uptake and are anticipated to become more widespread over the coming decade, particularly as these vehicles become more affordable. Affordable and accessible charging options will be a key consideration for many when deciding to invest in an Electric Vehicle.</p>
Enforcement	The proposed spaces need to be effectively enforced (notably for non-EV and those who park over the one-hour time limit).	<p>Signage provided will be a standard Transport for NSW sign and enforceable under NSW Road Rules 2014.</p> <p>All electric vehicles not plugged in and actively charging or non-electric vehicles are subject to enforcement while parked in these dedicated spaces.</p>

During the public exhibition of the proposal, Council received a number of questions either through direct contact or within feedback received. Table 2 outlines these with our response.

Table 2: Questions raised and Council's answers

Question raised in feedback	Council's answer
<p>I recently went to the charger on Bungan St in Mona Vale and was unable to use it. Our socket is at the front of our car and the cables on this charger originate from the rear of the car space provided, as a result of the cable not being long enough (but a good distance), we were unable to connect to the charger and therefore not use it.</p> <p>This is the only side on charger I have had an issue with, others have had the cable originate from the middle of the car space so therefore it can reach.</p> <p>Has this problem been reported yet, and if so is a solution being found?</p>	<p>Due to the location of the existing Ausgrid kiosk on Bungan Street, it is quite limited to where charging infrastructure can be installed, to fit in with the existing road conditions and to also maximise the most allocated parking bays for all vehicles.</p> <p>As EVs have different charging point positions on different models, it can be quite challenging to find a solution to suit every single vehicle at every location.</p> <p>We have a range of different bays (parallel parking, 90-degree etc installed and proposed) along with working with other EV charging providers with different EV charging infrastructure to help alleviate this challenge and ensure suitable charging is available for all types of EVs across a number of locations in the Northern Beaches LGA.</p> <p>The EV charging facility at the Village Park carpark (entry off Park Street Mona Vale), a short distance away from Bungan Street may better suit EV models with a socket at the front of the car</p>
<p>I have a Volvo xc60 hybrid electric and petrol (unleaded) engine.</p> <p>I have tried to charge a couple of times at different electric charging stations but the electric plug connection at the charging station does not fit my charging port.</p> <p>What is going to be done so that all electric vehicles can use these proposed charging stations?</p>	<p>JOLT is proposing 25kw DC fast chargers which allow for much faster charging speeds than AC chargers. All JOLT chargers have CCS2 and CHAdeMO plug types, which are the industry standard DC charger types and caters for almost all battery electric vehicles (BEVs). In the rare event a vehicle uses a different plug type, customers can use their own adaptor. It appears that the Volvo XC60 plug-in hybrid electric vehicle (PHEV) does not have capability for DC charging. Some PHEVs come with AC charging only, where charging occurs for extended periods of time.</p> <p>To alleviate this concern with certain vehicles, we are currently working with other EV charging providers to install a variety of EV charging facilities (to ensure there is a range of charging capabilities) across the Northern Beaches, with public consultation to be undertaken shortly.</p>

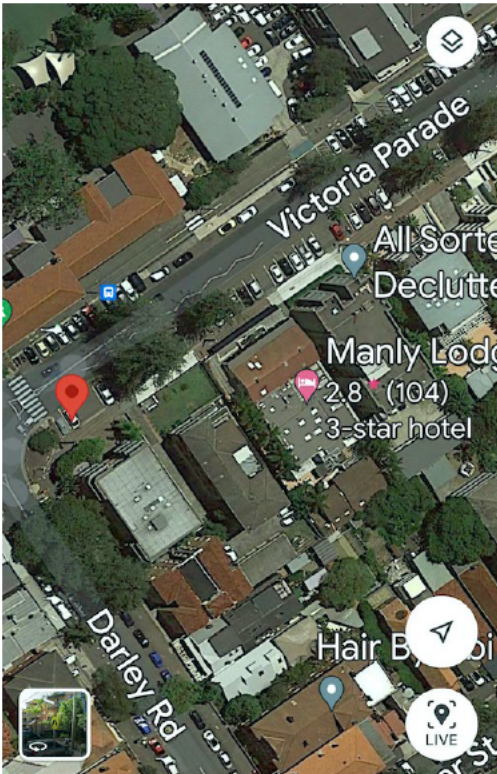
<p>These charging stations seem to be at no cost to users or the Council. 3 questions;</p> <ol style="list-style-type: none"> 1. Is this a permanent arrangement and are there any performance criteria if the provider is not performing to expectations? 2. Is there provision for a user to park for longer than 15 minutes either on charge or off charge? 3. What is the market value of these spaces if for example they were sold or rented out as a car park? 	<ol style="list-style-type: none"> 1. As per Council's adopted Electric Vehicle Charging Infrastructure Plan: "Council has the right to remove any EV infrastructure at any time and for any reason if it is found not to be in the best interest of the community. All costs will be the responsibility of the infrastructure provider". 2. The JOLT chargers proposed are fast chargers, so if supported and approved, 'No Parking Electric Vehicles Only While Charging (Limit 1 Hour)' signs will be installed, as per the current proposals. The user can park beyond 15 minutes up to 1 hour total time and pay for the additional EV charge. If the vehicle is off charge or is parked longer than the 1-hour time limit, these are both an enforceable offence and Council's Rangers can be called to attend. 3. The EV provider must pay an application fee and an annual fee to Council, in accordance with Council's adopted fees and charges.
<p>Would you mind letting me know the locations of any existing electric charging stations in the Forestville/Belrose/Killarney Hts areas?</p> <p>Are we already well supplied with same, contrary to my knowledge? Because there is no proposed station mentioned for this area amongst the 9 new ones allocated by the Council.</p>	<p>To view all the public EV charging stations, please visit: https://www.transport.nsw.gov.au/projects/electric-vehicles/charging-an-electric-vehicle/charging-map</p> <p>At this time, there is one public EV charging station in Forestville.</p> <p>As part of the adopted EV Charging Infrastructure Plan, we initially consider locations that are in strategic and tourism destinations for EV charging infrastructure. This will include strategic centres such as Mona Vale, Brookvale/Dee Why, Frenchs Forest and Manly, as well as tourist areas such as Narrabeen and Palm Beach.</p> <p>We are currently working with a variety of EV charging providers to install additional EV charging facilities across the whole Northern Beaches LGA, with public consultation to be undertaken on these proposed additional locations shortly.</p>


Appendix 1 Verbatim community and stakeholder responses*

Please note that not all respondents provided a comment in addition to answering the sentiment questions.

No.	Submission
1	Great idea and really good
2	No comment provided
3	Dee Why Headland car park should be considered as well.
4	As outlined in the FAQ councils role is only to promote these EV - my interest is more why council is promoting a company such as 'jolt' as they will be financially rewarded. Who is jolt and has council enquired with other providers to see if this is the best value for money or why council is allowing a private provider to monopolise the market in key locations? If council is truly serious about promoting EV then it should be paying for the chargers free of use to local residents.
5	This proposed charger is listed as being oaks ave. Parking is already super restrictive in that area The chargers should be put into the surf club car park and not take up further street parking
6	There us already 2 charging stations 🚗 n Narrabeen. One by the beach taking already scarce parking and one in lagoon st. Poor people on the northern beaches are struggling and can't afford a recharging car, you are supporting the elite. They want an electric car they can charge at home using solar power or use the already existing stations. As far as manly and palm beach and Dee why there are already stations to use and take up valuable street parking as it is. Put them somewhere not high traffic areas.
7	No comment provided
8	Excellent idea, way of the future
9	The council needs to spend the budget on the thinge we desperately need like foot paths, parks and cleaning up the area. This shows that the council members arent driving around and caring about all suburbs
10	Church Point!
11	I have a fully electric car. I also have my own fast charger in my unit garage. I believe council is doing the right thing installing more stations, after all it is the way of the future. The problem i find with ccharging stations is that they are constantly faulty. Not working or not connecting to car...as in 'waiting for vehicle' I have tried most of the local ones on occassions. Just to see if they work well, and they usually have issues. Occasionally it's my fault but at The newest one installed in Ocean Street. I got an email saying I was connected for 30mins and got 0kw. I was determined to not let it beat me so reconnected a couple more times. Finally I got 3kb in 14 minutes not the 7 kb offered. The machines need to be more reliable please
12	Berry Reserve Narrabeen. This location is on the flood plain. The area regularly floods and the location is below the flood level for the lake. The location is also in the busiest car park in Narrabeen and nearby suburbs. This car park is very short on available parking as it services the local shops, B1 car park, Tramshed, bus stop, Manly Warringah Kayak Club (250 members) and the Lake walkway. A new development across Pittwater Rd will soon increase the demand on parking spaces in this car park so removing any car spots will only exacerbate this demand. If you raise the car park to two levels you could place it on the upper level.

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


No.	Submission
	<p>Can I suggest you place it either in one of the SLSCs car parks on Ocean St or the Pittwater Rd car park built for the B1 bus at Rat Park.</p> <p>Newport Location is fine except it's adjacent to Newport Creek which is also the flood zone in Newport.</p>
13	Excellent idea
14	accessibility and more importantly visibility of chargers is a big deciding factor as I look at transitioning to electric. Thanks for your support Northern Beaches council.
15	These are really good locations! For cars with a lower range it takes a bit of planning to get to and from the northern end of the beaches as there are limited charging locations generally. This would greatly help the ability to travel up and down the coast
16	<i>No comment provided</i>
17	<i>No comment provided</i>
18	It would be great to see multiple charging spots at each location.
19	<i>No comment provided</i>
20	<p>I think this general area is an ideal location, however i think the specific position that has been chosen in this area is very flawed. Its in a dangerous location which will encourage desperate EV owners to stop in the middle of the road whilst waiting for people to unplug and pay/set up for a charge. This will cause serious pedestrian safety issues, misunderstandings, frustration, aggression and collisions. This location is adjacent to one of the busiest dual pedestrian crossings in Manly where this already happens most days for simple car parks. Furthermore, this location is a tourist thoroughfare which will mean it will be used so often and dominated by visitors who stumble upon it when doing a car park search loop of the area that local EV Northern Beaches residents won't be able to get access to the charger most days of the week. It should be located one street back on Darley Road somewhere, perhaps in between Wentworth St and Ashburner Street or at the location of the red pin in the attached picture on the corner of Victoria Parade and Darley Road if a perpendicular space is required. Thank you</p> 

No.	Submission
21	Unnecessary cost, electric car owners can charge their cars at usual paying distribution points
22	<p>The charging spaces proposed are very visually obtrusive. The very few short term spaces proposed are more “electric theatre” than a serious investment in electric vehicle infrastructure on the Northern Beaches.</p> <p>Councils overseas are integrating charging stations into residential streets to enable those without off street parking to switch to electric, which would be useful in areas like Manly. Islington Council, London, U.K. are a good case study, where local residents can apply for charging points to be added on their block.</p> <p>I've attached some examples of the subtle chargers that can be seen in London.</p> 
23	Great idea
24	<i>No comment provided</i>
25	<p>I vehemently oppose the Oaks Ave proposed site.</p> <ol style="list-style-type: none"> 1. It is not acceptable to take up community parking spaces to allow one form of fuel based vehicles to charge their cars for free. 2. Why should electric vehicle owners receive free fuel paid for by the community when the rest of us don't? 2. you have already removed 4 car spaces from the northern side of this block to allow for a bus stop. It is unfair to reserve another space for charging 3. This is a premium parking location, why should it be limited to electric vehicle owners? 4. You state 15min free parking, yet the proposed parking time limit is 1hr? Why should they be allowed to park longer than the charging time? Who is going to police these limits. We rarely see rangers in this area & already have problems with people parking across driveways & in other illegal places. 5. I have seen very few electric vehicles in the local residential area, and very few use the charging station already located on Oaks Ave. Are we providing local community space & resources for those visiting the area? 6. Should there be more than one car wishing to charge, where will they wait? This block is already subject to traffic & parking congestion due to the proximity to the beach & the crossings at Griffin road. We will only see more blocked driveways, dangerous double parking & more congestion. 7. Where is the evidence that public charging stations are needed? Owners of these vehicles can install their own chargers at home. <p>If it is necessary, there are more suitable locations such as the DY surf club car park, or Howard Ave where the old bus stop was, or outside the service station on Pacific.</p> <p>Oaks ave has enough traffic & limited parking as it is. Do NOT take another parking space away from the community, for the use of a privileged few.</p>
26	<i>No comment provided</i>

No.	Submission
27	I am against the Collaroy Beach Reserve car park as it is way too busy with cars during Summer and can't afford to lose any more parking spots.
28	<i>No comment provided</i>
29	<i>No comment provided</i>
30	<i>No comment provided</i>
31	Why are they being positioned in shopping areas taking up parking spots needed for retail? They should be in back roads that will not inconvenience shoppers, the driver can wait in their car for 15 minutes.
32	I don't believe that us rate payers should be paying for EV users. These should be paid for by the user with funds raised by this put back into paying for these and road repair.
33	Around Glenrose shopping centre/Lionel Watts ground would be a good idea.
34	<p>All seem to be beachside, would prefer some a little further inland as well. Beachside parking tends to be for long duration (ie: 3 to 4 hour or a full day at the beach). With only one spot per location, you may see EVs parked in the recharging bay well beyond the recharge period, because the driver is swimming or hundreds of metres away, relaxing or even asleep. In peak summer times, ICE car users will get desperate and use the spot anyway - sometimes out of spite for what they call 'special treatment'. If you've got limited EV charge bays, they need to be in naturally 'high turnover' parking spots eg: shopping strips where the driver feels they are doing something productive for the 45min to 1 hour a charge might take. "Charge Rage" is now a thing: https://www.canberratimes.com.au/story/8190473/charger-rage-how-ev-etiquette-can-keep-electric-tension-at-bay/</p> <p>The DY civic carpark location is problematic as you're now asking that little corner to do too much: disabled parking, pedestrian access to shops and bus, bicycle storage, Carshare parking, (unofficial) rideshare pickup point and (unofficially) the main 'kiss and drop' point for the bus interchange - plenty of cars now just double park (often with engines idling) while waiting to collect a passenger. Putting charging in the Civic carpark is good, just sort out that corner first. Thank you.</p>
35	<i>No comment provided</i>
36	We desperately need additional charging stations in Killarney Heights, Forestville and Frenchs Forest. The current charging station in Forestville is in constant use as it's the only station servicing this area. There is a tremendous uptake in EVs in our area. Please consider installing one in Killarney Heights shops ASAP 🙏
37	At Church Point, there are a large number of parking spaces for off-shore residents. Similar to people who might live in apartments in Dee Why, Colleroy, Manly and the other areas proposed, they have no ability to install a 'home' charger for their electric vehicle, so I would propose that perhaps 10 spaces be equipped with chargers and a 24 hour limit of 2 to 4 hours, with a registration requirement or camera to enforce the limit and make the issue of penalties automated. Many residents of NBC area are holding off, purchasing a new vehicle until EVs are more available, but when they are, the off-shore group will be prevented from owning and charging, if a facility at Church Point is not created.
38	Please add Church Point to the list.
39	Great idea. The more the merrier. Who wouldn't want cleaner air!
40	Perhaps have installations capable of charging 2 vehicles at the same time. Demand is going to increase
41	No advertising on any of the proposed sites. Advertising adds to visual pollution and increases stress on the Northern Beaches.

No.	Submission
42	As an EV owner, whilst free charging is nice, fast charging is better. Given the # of flats who will struggle installing infrastructure turnover of vehicles through the stations will become more and more important
43	Manly - 1 charging location might prove to be in high demand, but a good start. Hopefully users will be charged while they occupy the car parking spot and encouraged somehow to vacate the spot when their car is charged. I am wondering whether a charge parking spot would be better located in the council carpark in Wentworth St.?
44	i would suggest an additional charger in the Avalon CBD/ Bowling green car park or RSL car park would also be well utilised. There are many more EVs on the northern beaches now and more and more the charging stations currently available are full
45	While it's great to see more EV charging stations being installed around the Northern Beaches, I do have concerns about charging bay locations which are along relatively busy roads. EVs which have their charging points on the drivers side are vulnerable to being hit by passing cars whilst being charged. Charging bays that are in carparks are safer and preferable as they suit all EV types
46	Please consider Church Point Reserve as an additional location for the many Scotland Island and Foreshore residents who park their cars there.
47	<i>No comment provided</i>
48	I would like to propose that a charging station is placed at Church Point. Offshore residents by the nature of being offshore have no option to being able to access charging overnight. There is an Ausgrid transformer available.
49	I'm pleased to see that more charging stations are being planned, as living in a block of units means I'll be relying on public charging stations.
50	You need to rapidly increase the supply of available EV chargers on the Northern Beaches. More are needed at Warringah Mall where the current 4 spots in the parking area between Big W and Myer are always full often from 8am. There are usually up to 6 EV cars parked nearby unable to plug in.
51	I am submitting feedback specifically for the proposed charging station at OAKS avenue Dee Why. I own a unit at 7 The Strand. The proposed charging station will sit directly outside our unit complex. The residents of our complex already suffer enough with congestion and noise. The conversion of The Strand to one way traffic has increased traffic / noise for our complex. This would further burden our residents. I fully support the installation of charging bays, but they need to be installed in locations that do not directly impact residents. Choose locations such as the Dee Why surf club car park.
52	Please pick something around Belrose and Davidson
53	<i>No comment provided</i>
54	I don't think council should be in the business of providing charging stations for private electric vehicles at all. Public space and resources would be better spent improving public transport facilities and active transport cycleways walking paths parking for e-bikes at bus stops ferry wharfs. Your proposed charging station sites allow what 12 people a day to charge their vehicle. In our area wealthy people with homes and electric vehicles will charge at home. This is sort of free parking for them almost as good as a disability parking permit. Renters and Apartment dwellers will be helped perhaps if they can afford an electric vehicle and can use the limited space and walk home from it which doesn't solve the problem. This is all virtue signalling BS do something better to promote electric vehicles. Buy small electric mini busses that have a small local loop they do very frequently and they can use the charging station as a local mini bus stop. Thinks about what you are doing and for who and how many people.
55	Great Work. We need more public charging infrastructure on the northern beaches. We are falling behind other councils.

No.	Submission
56	Hi, I think there should be at least 2 -4 open car park slots to enable more EV vehicles to charge instead of just 1 car park to reduce wait times and future proof. There should be also additional charging stations new Glenrose village and Woolworths Frenchs forest due to the high number of commuters and EV cars in the area. I think Style1 would be better as advertising can be used to provide free charging.
57	Keep up the good work. Can you work with building owners / lessees to have more installed in shopping centre car parks?
58	Also need one at North Steyne near surf club and restaurants
59	The advertising is a problem for me. It detracts from natural beauty of our area. I think the chargers are a great idea and would think that given the population of Manly there should be many more located there. However I do not support the advertising on them. It looks cheap. They need to be as unobtrusive as possible.
60	I have no objection to the installation of charging stations. However, I am a ratepayer paying heavily to fund road maintenance (which is not well done by council given the ever present potholes and cracked roads) through a combination of rates and rego, fuel taxes etc. I do not understand given high power prices we are being slugged with as households that the council should offer significant power free of charge to EVs who already do not contribute to the roads that they use equally. I also foresee traffic jams in places like south steyne as people queue up for free power as opposed to using expensive home power they have to pay for!
61	<i>No comment provided</i>
62	How about a station at Mona Vale beach
63	I support the locations BUT do not support the community having to pay the electricity cost for the first 15minutes. If you choose to purchase an EV then you should pay to have it charged no different to those who use petrol or diesel fuel.
64	Just don't put them in congested parking areas, or on roads such where they impede traffic flow.
65	This proposal represents a palpable waste of ratepayer funds on a vanity project designed to achieve nothing more than 15 minutes of "feel good" fame at the expense of the economy and our children's future prosperity.
66	This is not a council issue and Rate payers funds should not be spent in staff time or \$ on this. Will other road users in the northern beaches get free fuel vouchers too?
67	The more EV fast charging stations the better. Less waiting for EV chargers as more are on the roads now.
68	No
69	I absolutely applaud this proposal for more electric charging stations in the Northern Beaches and Manly area. As a current electric car owner I would advise that if you are going to the lengths to get these charging ports into these locations that you should definitely consider allowing for 2 cars to be able to charge at the same time. There are more and more electric cars on the road and I can tell you from personal experience it is difficult to find stations that are free at any given time. Doubling the capacity, when the cabling is already in place, without having to find more locations would definitely be cost effective and worthwhile looking to the future. Thanks again to all involved who are pushing for these much needed changes in our community.
70	<i>No comment provided</i>
71	It would have been useful to include EXISTING charging sites on your map of proposed sites. This would have given a better view of how these proposed sites are infilling the current sites (or not). Some of us may be more interested in the rollout as a set rather than individual sites. For example, how far from residences or work across the LGA to the nearest charging site, and how this would change with the new sites in place.

No.	Submission
72	<p>Dear Sir or Madam</p> <p>Thanks for the opportunity to have a say in this matter.</p> <p>I firmly OBJECT to the proposed units. Having been recently in Europe and the US, there are plenty of better alternatives to the proposed Jolt units - units which blend better with the landscape and city environment. In London, there are hidden inside the light pole whereas in Spain they look like a post box. Most critically, units should be super fast charging.</p> <p>Regards</p>
73	<p>Why do electric cars get special free Charging stations ? Why not put them at petrol stations or give petrol users free petrol ?</p>
74	<p>Council should be charging for these facilities at least on a cost recovery basis. It is outrageous that these facilities are proposed to take up space in already crowded local government parking facilities.</p>
75	<p>Wonderful idea. Many more of these please</p>
76	<p>One station designated? 1? Residents in Manly started paying a parking tax here of \$47 annually in order to park in our streets. We need our governing bodies to move on kerbside charging, show leadership on these moves to renewable. Considering we are so far behind other Western countries.</p> <p>1 station for Manly?</p> 
77	<p>How about Warriewood Square and Church Point Car Park? With Church Point not having any outlet, no person/household living offshore has a way to support EV ownership</p>
78	<p>Great initiative which I fully support.</p>
79	<p>I prefer the original style. The new style looks like an advertising billboard. Why has the design been changed?</p>
80	<p>All sites proposed are fine. However, if we look at the map, there is excellent charging coverage for the coastal areas of the peninsula, but none located in the hinterland.. . Such as frenches forest, allambie heights.</p> <p>There is increasingly ev ownership in the hinterland area as much as coastal areas, so I would strongly support additional charging stations in these inland hubs of the peninsula - which would be a fairer representation.</p>
81	<p>As a modern progressive LGA we should be embracing and supporting clean energy and electric cars. As a recent migrant to Australia I'm surprised how little infrastructure there is for electric cars here compared to the rest of the world. I fully support all plans for more charging infrastructure.</p>
82	<p>It's wonderful to live in an area with a progressive council.</p> <p>It's a great plan. Thank you for proposing it.</p>

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83	Avalon needs one too! These stations should have 2 chargers at least each! This is not enough to only have 8 new ones we need many more chargers! Also the spots designated for EVs need to be monitored and policed as people ICE these spots too frequently which doesn't allow an EV to use the facility and NSW has a new law and penalties for non EVs using these spaces and these must be enforced!
84	Finally Manly gets a public charging location. But why so few? Every other ward has multiple locations. Manly continues to be the poor cousin on the Northern Beaches despite being the largest revenue contributor per capita.
85	There needs to be more chargers facilitated by NBC if we want to encourage EV's. While these proposals are a positive, there needs to be more.
86	<i>No comment provided</i>
87	There is limited parking as it is at the proposed Narrabeen and Collaroy locations, taking a spot away for the Jolt charger would make parking here even more difficult. Would a street side location in Narrabeen be easier and a spot in the Carpark next to The Collaroy be better suited
88	These should be put up everywhere. Excellent to see the council moveing forward.
89	It is a total waste of time . Hydrogen will be the new power for cars.
90	<i>No comment provided</i>
91	We have an electric car and love being able to top up when we go to the shops in freshwater and Dee why. Would support more EV chargers around the NB. Near the library is a great location as relatively short pop in visit. Would be good to add the same at Belrose/Glenrose library and also one around Manly Vale in the future given all the apartments in this location.
92	<i>No comment provided</i>
93	We cannot afford to loose any more car spaces. I do not support the use of electric vehicles as there is no way of disposing of the battery's except in landfill.
94	Object to the advertising. There is one in line of sight from my home and I find the flashing advertising spoils the environment.
95	Why are all of these located in the prime parking position in these areas? The parking space taken in Palm beach is one of the few spaces left. If these spaces can be taken from public use then they should be made into disabled spaces. Why can't the charging statoin be in the worst spot????? The palm beach space could be a disabled pick up/ drop off zone next to the only footpath in Palm beach. They're isn't enough parking here for the common people anymore. Don't make it any less.
96	I think it's a let down that all these are for single car spots. It's a missed opportunity for it not to be 2 x car charging as all the locations have the space. While it's a great step forward it's a not as good as it could, or should, be. Perhaps that's because EA/jolt are driving this with the devices that they'll use for advertising and these devices have some limitations. It should be about maximising the opportunity with limited infrastructure spend.
97	Excited to have more charging options. I am concerned about the location of charging station when vehicle is parked next to it. My charger on my car is in the front. Will the cable reach that far if the car has to park where the charging unit is on the side and towards the back of the car? It needs to reach around to the right hand side of the cars front grill.
98	Whilst this initiative of Council is to be commended, the majority of sites selected are high tourist traffic areas that benefit travellers to rather than residents of - the Northern Beaches. Secondly what provisions or penalties are engaged for those who overstay their charge limit time of 15 minutes and go for a walk for some hours along the beach before returning. Likewise areas of overnight parking may be occupied by only one car for the 8 - 10 hours before the driver returns. This clever selfishness will reduce the intentions of the plan considerably. Does the overall ratepayer pay for visitor or resident recharging costs or is it to become a profit centre for Council? If residents are in strata flats can there be at least one re-charge station and assigned parking

No.	Submission
	<p>space in each street - or better still an electric rental vehicle like the "Go Get" service allocated to deliver that provision?</p> <p>In itself your proposal works well for wealthy visitors and commuters but does little for the ratepayers.</p>
99	<p>From my quick observation of the fotos are there only 2 chargers at each station? We need at least 4 or as many as you can possibly spare parking spots for.</p> <p>The demand is increasing daily and especially necessary in built up areas such as manly and Dee Why.</p>
100	<p>Unightly, I wanted traffic and will congest already busy crossings</p>
101	<p>Please encourage the infrastructure for EV's. A Preference would be to also have solar array's above the spaces to show a greater emphasis on renewal usage.</p>
102	<p>Dee why beach front too congested.</p>
103	<p>There is already a high amount of traffic flow to the bottom of the roundabout before the zebra crossing.</p> <p>Regardless of any facts I live at number [REDACTED] and can assure this will cause people to block the driveway to my unit block.</p> <p>Myself and other tenants are already fed up of constant food delivery drivers and delivery's from the shops on the beach front blocking our driveway.</p> <p>This happened 5-6 times a week so to have people queuing for a electric port panicking there going to run out and to just think it's fine to pop up the drive for 5 minutes , also out the front of the units 24/7 traffic .</p> <p>I would be less than impressed for this to happen .</p> <p>There is already one at the top of the road .</p> <p>Choose another location there's heaps of council car parks , just use your common sense please.</p> <p>Many thanks</p>
104	<p>The location of the charging station in Newport is excellent.</p>
105	<p>All the sites do not address the other areas of the NBC such as French Forest, Allambie Heights , Forestville, etc. These areas have a dense population (more than Palm Beach and Newport). The focus of the proposed sites seems to be just the beaches. The focus should not be just the beaches areas but where there are areas of resident population and cars that could use charging stations.</p>
106	<p>We live in Dee Why and would welcome additional charging stations as they can often be full. Also, as visitors drive around the beaches the additional charging points will be great for topping up. It is great that Northern Beaches Council is putting in this much needed infrastructure to help electrify and reduce carbon emissions.</p>
107	<p>I think the Berry Reserve carpark _doesn't_ need the extra Taxi spot; I'd say just drop the extra taxi spot instead of relocating it.</p> <p>As previously submitted, I am concerned about the size/scale of the charging unit, and the intrusive nature of the substantial and ugly advertising billboard. I'd much rather see the electric charging be done via the power-pole chargers like in Glebe.</p> <p>https://thedriven.io/2023/02/27/ausgrid-unveils-sydneys-first-power-pole-mounted-ev-charger-in-glebe/</p>
108	<p>I am a neighbour near this proposed parking. I have made numerous submissions to the parking rangers about parking on my property and on my driveway ([REDACTED] palm beach).</p> <p>This is a super busy precinct and I can attest that people are so desperate to get a spot they will not stay for only 15 mins. Further; the charging station is massive and unsightly. It will affect and impede the view of the heritage listed Norfolk pines in Pittwater park and barrenjoey house. I suggest putting it in governor Philip park so the usage is more accessible. It will most certainly be used as a parking spot and limit use in peak seasons in particular. Or, it should be put inside the carpark itself, where it's prominence doesn't detract from the surroundings and charm of the area.</p>

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109	I am unsure how much power will be delivered in 15 minutes and whether drivers would find such a short charge worthwhile. We have a Mercedes EQC that takes at least 40 minutes to get a decent charge at an ultra rapid charger. Newer EVs might charge more quickly although I'm not sure. My personal view is that I'm happy to pay for a full charge. At this stage most EVs are bought by people who are well off so paying for a decent charge is not an issue. Over time that will change. We charge at home with a 3 point plug in the carport and also have charger so are most unlikely ever to need any of the chargers on the Northern Beaches.
110	Although I strongly support the transition to EVs and the infrastructure that supports them, South Steyne has a habit of being very congested and I can foresee a charging station adding significant traffic flow problems which will ultimately attract negative attention to EVs. Why not have one or more in or near the parking stations on Whistler street?
111	Given the variety of on vehicle charge port locations, it would be preferable to have off-street style parking access similar to the charge station outside Mona Vale library. This would allow for rear or front to kerb parking rather than parallel street parking, providing a more flexible and safe access.
112	Hello thank you for the opportunity to comment on this very worthwhile and important update to local vital infrastructure. The initial impression from the new locations map is that the current proposal is "coastal-centric" with no apparent additional provisioning for Terrey Hills, Davison, Frenchs Forest, Belrose, Allambie etc. [I am aware of the existing JOLT at Forestville Shops (Darley Street) and assume that this will remain as part of the current plan? Perhaps there are existing stations in the suburbs mentioned above? It would be handy to show any already existing stations on the map to provide a good overview]. Thank you for considering. Regards
113	Berry Reserve carport is very tricky at the best of times. Better Narrabeen location would be Bilarong Reserve. Easier access in and out, less congested and more room.
114	Please go ahead as soon as possible the more EV charging the better! I recently moved to Newport and there is nowhere to fast charge my EV locally, this will be fantastic
115	Well done! This is the leadership that's so badly needed in our community. I will use these as backup to my home charging but mainly leave them for people in apartments who have difficulty plugging in to a home charging point. Access to fast free charging was very, very reassuring to me when I recently took a holiday. The fear of being stranded is real! Congratulations to all involved.
116	The Jolt chargers aren't fast enough - NBC should follow Mosman Councils lead and look to install Evie style 50KW+ charging infrastructure as the Jolt tech is pretty useless in these kinds of environments.
117	Would be great to include Belrose / Davidson area.
118	My husband and I have been using existing JOLT charging stations for over 6 months. They work well and balance the requirements of practicality with good design. There are gaps in existing stations which these being proposed fill. Demand is often high and will only increase. We strongly support all these proposed options especially Collaroy Beach reserve.
119	Wonderful to see these new locations proposed. We badly need more charging points on the Northern Beaches.
120	<i>No comment provided</i>
121	<i>No comment provided</i>
122	I frequently use the jolt charger at both Forestville and Mona Vale and strongly support their rollout across the northern beaches. If I had any suggestions I would recommend considering installing two chargers as I often find the single charger occupies.

No.	Submission
123	<i>No comment provided</i>
124	<i>No comment provided</i>
125	It is a fantastic idea. As the number of EVs on our roads grows dramatically, we need to get ahead of the curve and increase the available charging network, so that it can cope with this growth. Please push ahead with these proposed additions.
126	I think this great idea, electric chargers means more money spent in the area while awaiting for the car to charge. As long as there is a way to alert people when fully charged so as not to clog up the stations thus becoming another parking spot.
127	<i>No comment provided</i>
128	More more more, freshy is always full, Manly is under serviced. We should have these available in ALL NB carparks. We've owned an EV for 24months and the last 6months for out of home charging on the NB is rarely available- we need to turbo charge the infrastructure please! 8 is a good start but I can't imagine I'll ever use these.
129	Manly/Freshwater/Manly Vale need more chargers!!! There are no chargers in Manly - how can that be?!
130	I love the proposal to increase EV chargers that incorporate a variety of vehicle makes across the northern beaches. I use the existing Jolt chargers 3-4 times a week. Thank you NB Council for catering for the EVs
131	The charger is only good for EV cars with the charging port on the left side. If the charging port is on the driver's side, the charging station's cable is not long enough to reach it. PLEASE THINK ABOUT OTHER EV CARS. I almost got a fine from the police when I parked against the traffic so I could charge my EV car a few weeks ago !!
132	<i>No comment provided</i>
133	We need more public charging infrastructure. This is the future.
134	Be good if the actual chargers were more reliable - I have often tried to use the chargers in Mona Vale without success .
135	Vital to support the uptake of EVs, particularly for residents in apartments
136	I welcome charging stations across the community, especially free ones. Please support this initiative.
137	There is no where near enough infrastructure for electric cars around.
138	<i>No comment provided</i>
139	EVs are growing in popularity, and will be even popular with a few models soon to be available at less than \$40k. Although we mostly charge at home, public charger like Jolt are important for people with EVs who have no way of charging at home. Such as those who have to park on the street or live in apartments with no charging facilities. So the more available public chargers there are, the better.
140	<i>No comment provided</i>
141	As a recent EV adopter, I can state that the comparative lack and availability of chargers across the State is a major headache and barrier to adoption. On the Northern Beaches, I believe we have among the highest levels of adoption and Jolt and the Council are to be congratulated on that. The more, the better! Perhaps "pairing" chargers at the same locations would help overcome the anxiety of availability, especially when they are often occupied by vehicles when not being charged. In my view, the greatest need is on major highways outside Sydney. For example, there are currently NO chargers on the M1 between Wahroonga and Beresfield (perhaps the busiest motorway in the country!)

No.	Submission
142	Would like to see more on the corridor from Mona Vale to St. Ives via Ingleside, Elanor Heights and Terrey Hills. Also would be valuable to have a facility at Akuna Bay
143	The EV population is growing very rapidly and we will need a good infrastructure to support the owners in the area. We'll done to the Council.
144	I feel that there should be more proposals for the western part of the council area. Frenchs Forest, Davidson, Belrose, Killarney Heights seem poorly serviced.
145	<i>No comment provided</i>
146	15 min free is fine , but we need 10 x / 100 x more charging spots in shopping centres. Having 2 spots out of 1500 is ridiculous when you consider car sales of EVs and the environment push to zero. Do more
147	<p>To whom it may concern, As a local resident of Dee Why owning a property on Fisher Road and a new development, also on Fisher Road, I regularly utilise the current JOLT charging station in Oaks Ave. As the uptake of EV's rapidly grows as seen by recent VFACTS data showing Tesla model Y as second outright, EV's accounting for 8.8% of total sales for the month of June, I openly welcome the addition of further charging infrastructure with a modern sleeker look. The current infrastructure is starting to become strained which will be further exacerbated without additional infrastructure as EV sales figures grown month on month and year on year. Failure to further develop the charging network will not only lead to vehicles occupying additional street parking while they wait for chargers to be freed up, it may also hinder the uptake of EV and have a negative effect on the push for net zero. Should you wish to discuss this submission, or other aspects of EV's and charging, please feel free to reach out to me at [REDACTED]</p> <p>Kind Regards,</p>
148	A great opportunity to experience charging for a PHEV.
149	There are often fuel only cars parked in these spots that Jolt already has chargers set. Could the council please ensure that these spaces are kept free for legitimate EVs that need to charge their cars
150	I have an EV and have used the Jolt charger in Oaks Avenue Dee Why. The charger is slow and does not clearly state that you will get charged after the free amount of charge has finished. Installing these charging stations on public roads does not represent good value and is in fact a ratepayer funded subsidy to Jolt. We need a better deal from charging companies than this arrangement gives ratepayers.
151	<i>No comment provided</i>
152	I have an EV. I recharge at home, and in rural areas when travelling to places like Mudgee, Katoomba, Canberra or Jindabyne. I don't understand the obsession in installing recharging stations on public city streets. The focus should be on residential and workplace locations. A 15 minute charging window is useless anyway.
153	These are all beachside locations-the Northern Beaches Council covers a lot of area in from the Beaches and the only coverage currently is Forestville-in addition to Seaforth, perhaps look at areas such as Frenchs Forest, Belrose, Terrey Hills, Allambie, Killarney rather than a row of them along the sea area
154	<i>No comment provided</i>
155	<i>No comment provided</i>
156	<i>No comment provided</i>
157	<i>No comment provided</i>
158	More chargers across the beaches is a terrific initiative.

No.	Submission
159	It would be great to get more fast chargers around the northern beaches. If possible, it would be good if there were extra spaces for cars to wait when chargers are already in use, as some of these are fairly busy areas so "hovering" may be difficult.
160	Please add a charger near Seaforth or Manly, at the moment we have to drive all the way to Dee Why or Frenches Forest to charge.
161	The jolt charging infrastructure is terrific for ev owners on the move or those who don't have sufficient charging infrastructure at home. It is great to see the NB council and jolt increase the number of charging locations in line with the increase in electric cars. Beyond the proposed, more charging stations are needed around Manly and Narrabeen.
162	All sites proposed should provide multiple bays. The time taken to charge is more efficient for users if vehicles can come and go without having to queue for extended periods. Quite frankly, the more sites that can be provisioned the better for the community in general. Apart from buses the Beaches rely heavily on private cars for transport.
163	<i>No comment provided</i>
164	<i>No comment provided</i>
165	as a EV driver we have found it difficult to charge car, so all these stations would be very welcome!
166	Great to get these charger. Please keep pushing for more charger, I.e Avalon Woolworth carpark.
167	Every week I see more and more EV owners (like myself) on the Northern Beaches. As this ownership accelerates we must have more charging options, particularly for people who live in unit blocks etc where it is not as easy or simple to "charge at home". So this is a great option.
168	We would love something at Belrose please.
169	<i>No comment provided</i>
170	If possible have each location with 2 parking bays and 2 plugs (of each type). Take up of EVs in our LGA is gaining significant momentum and single charging at each site will likely fall short of demand.
171	Fantastic to see the council supporting these installations across the Northern Beaches! There should also be a focus on expanding destination charging at shopping centre carparks (i.e. Warringah Mall)
172	Council should request access to the data to monitor the value of dedicating spaces to these EV Chargers. Once it can be demonstrated that significant demand is evident, then expand allocate more council parking spaces in the area. Parking Rangers should be ready to ticket misuse i.e. EV not plugged in or non EV parked.
173	The sooner they're installed, the better!
174	I'm in Freshwater and teh Jolt charger there is very heavily used. I would like to see another unit(s) in this location please.
175	Thanks NB Council for embracing electric vehicles and leading the transition away from fossil fuels. Look forward to seeing more infrastructure to support electric and active transport, including bike lanes connecting us to the CBD and the rest of the northern beaches. Cheers,
176	<i>No comment provided</i>
177	<i>No comment provided</i>
178	<i>No comment provided</i>
179	<i>No comment provided</i>
180	<i>No comment provided</i>

No.	Submission
181	We own 2 EV's and often like to charge on the Jolt chargers in Freshwater and Dee Why. It will be great to have more chargers in the area as we find that they are frequently busy or out of order. There should be more than one charger proposed in a busy location like Manly.
182	the beaches need more and more of these facilities. Keep them coming
183	while a charger in manly is welcome, this high traffic corner for pedestrians and traffic is not appropriate. The digital signage will also be obtrusive and an eyesore, especially at Night.
184	This is a great idea. It's a must for the future and Northern beaches should lead the way.
185	As an owner of 2 EVs, it can be a challenge to find a fast charger when required. An expansion of the Jolt network with the free 7kw would be a good addition to the NBC area.
186	I am very supportive of more charging stations generally. I would like to see one in Avalon as well - maybe Woollies carpar?
187	We use the jolt at Forestville and it is great (but it is getting more popular and harder to find it free. More charging stations would be good).
188	I believe more EV charging stations are needed. As an EV owner I usually charge at home- but sometimes need a faster charge from an off site charging station/point and sometimes there are queues at the charging points - so more are required. This has happened to me at Dee Why , Freshwater and Brookvale charge points.
189	I have an electric car so i am interested in getting as many charging stations as possible, as long as they are in a safe location
190	Excellent. Please put chargers in Newport. In addition to the proposed location on the Boulevard, additional chargers in the beachside parking area would be fantastic.
191	Great initiative
192	I am a strong supporter of this. Australia is behind many other countries in its take up of EVs. More chargers will help to accelerate this, helping Australia to play its part in combating climate change as well as reducing emissions from vehicles in the Northern Beaches.
193	<i>No comment provided</i>
194	Given the increasing number of EVs being sold, we need many more chargers.
195	<i>No comment provided</i>
196	<i>No comment provided</i>
197	The location of the charging station at DY Beach cnr of Oaks Avenue and The Strand is ridiculous. The shortage of car parking is chronic in this area. The large unit will be unsightly in such a prominent beach front location. Move the location away from an area where there is huge demand for parking and too close to the beach.
198	<i>No comment provided</i>
199	<p>As the owners [REDACTED] a Northern Beaches based electric Hire Car service, we are particularly interested in the expansion of the EV charging network on the Northern Beaches. Our own vehicles have travelled close to a million kilometers, combined, and so we know a thing or two about charging them! We would like to offer the following comments.</p> <p>The most critical issue for EV drivers seeking a charging location is the availability of chargers at the location they usually drive out of their way to get to. Often, they may be low on charge and suffering range-anxiety or else they are likely to be time-poor, as many people are these days. It is hugely frustrating to drive to a charging location, only to find that the charger(s) there are either occupied or broken and they have to spend more time and battery power looking for the next closest one. For this reason, isolated charging locations should only be a small part of the network expansion.</p> <p>We would therefore urge Council to prioritise the location of suitable sites for significant EV charging hubs, where 8-10+ charging posts can be located. This will enable drivers who've gone</p>

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	<p>out of their way to charge their car to be guaranteed access to a charger with, at most, a short wait. To date, only Tesla Supercharger locations accommodate this requirement and are currently only available to Tesla drivers - at least in major population centres.</p> <p>Whilst we support all of the above locations and acknowledge the existing location of one JOLT fast charger in Forestville (which is often occupied or out of service), it is disappointing to see that ALL of the suggested locations are along the coast, with only Seaforth being further away. Why are there no additional locations proposed for the Forest Area of the Northern Beaches? Surely Glen Street Theatre/Library, Glenrose Village, Forest Way shops or other similar locations would be suitable locations?</p> <p>We would welcome Council to contact us for further discussion, if desired. Our contact details can be found on our website at [REDACTED]</p> <p>Yours Sincerely</p>
200	I would use these, especially the ones on the upper northern beaches. Please ensure Jolt has a commitment on response times to faults. The ones at Mona Vale have had a few issues that took a while to fix.
201	As an EV owner I just wanted to say I'd be delighted to see more stations right across the Northern Beaches - thank you for considering! I do wish the associated apps to operate these services had greater data protection through. They ask a LOT of personally identifiable information from users and provide very little on how that data is managed, shared, or protected.
202	<p>I am a regular user of the two units in Mona Vale. Great resource. Two comments:</p> <p>The unit in the car park is fine, because cars with charger ports in the front or rear of the car can either pull in or back in to support their charging needs. The Bungan St unit is poorly designed in that the charge cable is on the far rear of the parking space. My charge port is in the front. Therefore, I have to infringe on the parking spot behind the green EV spot in order for the cable to reach the front of my car. Last week, I was yelled at by the owner of the car behind me for making his spot too tight. Also, the JOLT app is registered to ONLY Australian phones. My phone has dual sim, and cannot download the app because the PLAY STORE says I am not in Australia. I have to use an old phone in order to use the JOLT app.</p>
203	<i>No comment provided</i>
204	The more charging stations the better! It feels like we are very underserved on these in the beaches, love the proposal.
205	Having one in Warriewood shopping centre or Boonah road will be more appropriate.
206	<p>This is great news. I live in Newport and am a frequent user of the Jolt charging stations in Mona Vale; in particular, the one on Bungan Street. My only suggestion for the charging stations would be to make the space a little wider (when the space is a front to kerb/ rear to kerb type arrangement). My EV has the charging port on the side of the vehicle (the same way most petrol cars are set up) and I find the charging station near the Library at Mona Vale too narrow when the car next to me has parked on or close to the line. Another twenty centimetres would be super handy. Having said that, I imagine that would mean moving all the car spaces down a bit and therefore this may lead to losing a car space which is not ideal. Just a thought.</p> <p>Really happy that there will be more charging stations available soon....a step forward for our community. Thanks.</p>
207	Unsuitably, too much traffic already. Will disturb the property owners. Absolutely not in this location.
208	There are already so many parking issues for residents in Dee Why and no electrical vehicles. Don't make the regular residential parking situation worse.
209	The majority of EV owners beyond the Bilgola Bends live in Avalon, and a lot of people make the stop in Avalon on their way to Palm or Whale. Would suggest a Super Charger in the village or beach. At least one in front of a cafe would be a no brainer.
210	Could we avoid Style 1 with large double-sided advertising panel will just add clutter along South Steyne The whole beach front is heritage listed so let's retain its natural beauty as much possible Style 2 is discreet unless that grey panel a little way from it is part of the works? if so - why does it

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	need to be so large. I have seen in UK charging stations in residential streets that look like small parking meters. Please keep them small and avoid advertising - bus shelters are already ablaze with ads. See Manly Wharf West Esplanade. Thank you
211	<i>No comment provided</i>
212	Amazing! You have totally forgotten the offshore communities. What are we meant to do? We cannot charge vehicles at our properties like all other residents of Council's region. When the new multi-story carpark was built at Church Point and the old one refurbished I proposed electric charging points. It was totally ignored. It will now cost a lot more to install them. More foresight is needed. We need at least 2 charging stations at Church Point or this is a total abrogation of your responsibility to serve all residents equally.
213	Please add EV charging options at Church Point and Bayview. Necessary for offshore residents.
214	This will further enhance the adoption of electrical vehicles within the community at no cost to the ratepayers.
215	About time there were some more EV chargers on the Northern Beaches, especially in busy Manly. The Stockland Balgowlah carpark (non Tesla) has been out of action for over 2 years. There are limited options apart from at home. The more chargers the merrier. Great work in getting these rolled out.
216	<i>No comment provided</i>
217	Very happy with the rollout so far, I'm a new EV owner and love this incentive. Would be nice to see a station or two around Warriewood, Garden St parking spaces would be nice, especially considering there are car yards just across the road, could be some incentive for their support.
218	Why are all the charging stations on the south and east of the LGA? What will they cost to use?
219	<i>No comment provided</i>
220	I don't have a problem with installing public charging stations as long as it is financially viable and will more than break even and generate a profit for rate payers in the long run.
221	Being a Manly resident in an apartment I have found it very hard to justify getting an electric vehicle given the lack of charging stations in Manly and the difficulty of installing them in existing apartment buildings. I am therefore very supportive of any public charging station locations in the Manly area. Indeed I think aside from the proposed location at South Steyne I would encourage council to look at further sites to install charging points and to do so quickly as the take up of electric vehicles is only going to accelerate.
222	Electric vehicles are a hoax and are worse for the environment. Reducing carbon is a hoax and a lie. People are waking up to the whole climate change scam.
223	I don't understand why the ratepayers are subsidising the fueling costs for the most wealthy members of the community. The only people who can afford electric cars get the benefit of not paying fuel excise and free electricity paid for by those who aren't able to afford the same cars. And let's be honest, if you're buying an expensive electric car, it's for the performance and status, not for the environment...
224	<i>No comment provided</i>
225	Signalling that electric cars are 'green' is simply a way of maintaining and supporting the fossil fuel industry. 70% of Australian energy comes from coal we should not allow this red herring to divert the important push towards sustainable alternative fuels. Supporting electric cars is in the best interest of the few, not only are they not a green fuel, electric car batteries and stations have

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	humanitarian issues involved in their production and the ecological issues around their single-use status.
226	No defo not - Charge your cars at home take up to much public space. We don't need more cars on the road, we need properly active travel lanes for everyone. This is very shortsighted
227	Ev are the biggest con in history. Climate change is a lie. It's time you be transparent.
228	<p>This roll out of EV charging stations is a waste of MY rates and is all based on nothing more than a THEORY, that carbon emissions are causing our climate to warm. What a load of rubbish. And I'm sure you're reading this saying to yourself "oh here we go, another lunatic conspiracy theorist". Well perhaps ask yourself whether we really are in the midst of a 'climate catastrophe'. Are there more natural disasters? Not according to the B.O.M. Are we running out of food? Not according to recording levels of food production world-wide - especially here in Australia. Is the sea swamping us? Not according to Narrabeen Beach records kept since the 70s (http://narrabeen.wrl.unsw.edu.au/explore_data/time_series/). So the answer is NO! We are not in a climate crisis that requires us to abandon petrol driven cars for unreliable, EXPENSIVE, low range, not fit for purpose (as a tradie) electric vehicles. You only need to see how few EVs are being sold in comparison to petrol cars to see that it's a select few (rich) who can afford and want an EV. In fact at my local EV charging station at Forestville shops, I have perhaps seen 3 cars charging there in the entire time of its existence - 2-3 years from memory. NO ONE is using it!!! It's a disgusting great big blight on the landscape. Furthermore, who is paying for the electricity being used (hardly ever, admittedly) at these stations?? Am I, as a struggling rate payer, paying for these rich people (I was going to use another word) to charge their expensive EVs?? Stop wasting my money on rubbish schemes like this which make NO difference at all to the climate. Stick to roads, rates and rubbish.</p>
229	Don't have my electric vehicle yet, but planning to get one soon.
230	<p>As an EV owner I really appreciate the addition of more chargers and it's a great initiative from council. I'm just concerned about the scalability of these locations as adoption increases the availability of single point chargers are going to be a challenge. Last week I drove from PCYC Carpark (used) to Dee why (occupied) and brookvale was showing as vacant but as I got there someone else pulled in.</p> <p>I'm just hoping that these new charging stations won't become a token to EV charging and giving the company the advertising space they need to sell, without the ability to add multiple charging points over time as EV adoption increases. Especially with high density areas such as Dee why were challenges in strata committee processes to get approval for charging infrastructure added.</p>
231	<i>No comment provided</i>
232	Please do not install further E. Charging stations. They are not needed in Australia. Top car manufactures already working on hydrogen powered vehicles which will replace EVs by late 2020s early 2030s. Infrastructure to support EVs is simply unnecessary and does n't support the future of car ownership in Australia; should be planning for hydrogen instead. Thank you
233	No
234	The more stations the better. I own a Tesla and while easy to charge at home as a local, visitors to our area need easy access as do we when we travel. This is the future
235	<i>No comment provided</i>
236	<p>1. EV charge locations are focused on a narrow strip along the coast. They should be much more evenly distributed across the LGA where the population (residents) actually live, work and shop. For example, in Frenchs Forest/Belrose and/or Belrose/Terrey Hills. Possible locations may include where infrastructure exists at Northern Beaches Hospital, Forest Way Shopping Centre, Glenrose Shopping Centre, or The industrial/commercial areas of Frenchs Forest (East) or Belrose (near Forest Way and Mona Vale Road).</p> <p>2. Design. Not enough thought has been put into the design of the Jolt charge points.</p> <p>2a. For example the one at 87 Winbourne Rd, Brookvale cannot accept vehicles with their plug point on the driver's side of the vehicle (presumably up to 50% of vehicles will be in this case). Is</p>

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	<p>there an exemption for vehicles parked facing the wrong direction of street traffic from getting infringements from Police or Parking Patrol Officers?</p> <p>2b. EV charge points should all be designed and permitted to allow both nose and tail to curb parking whilst charging.</p> <p>2c. Whilst The Centre, Forestville Charge Point design does allow for both nose and tail to curb parking whilst charging, it is a very, very narrow space (after the infrastructure's protective post takes up space) and those vehicles with their plug point on the driver's side of the vehicle, find it very difficult to reverse into the spot (tail to curb) because of all the traffic, particularly during school & peak times when the traffic is very impatient and not supportive of someone reversing into that spot. When in that spot, the infrastructure's protective post prevents the driver's side car doors from being opened.</p> <p>3. Finally. In general, a better use of existing infrastructure and to resolve the issues listed above, would be to have one charge point either side of the Electrical Box Infrastructure (i.e. 2 charge points. This would double your number of charge points, presumably at a lower cost per charge point, since the infrastructure is already there.</p> <p>As an EV user, you are most welcome to contact me for more information about my experiences with the Jolt charge points.</p>
237	<p>Northern beaches consists of more than just the strip a few hundred meters either side of Pittwater road.</p> <p>What about Terry hills, frenchs forest, belrose?</p>
238	<p>I have no objection to EV charging stations, but not at the cost of general ratepayer and certainly not taking a normal cars parking spot as you have done in Mona Vale. Get your bulldozes out to get your tools out and build extra parking spaces for all cars and throw in a couple of charging stations. I have seen the same car parked at these places for an extraordinary long time. There should be a time limit which is Doubled enforced by rangers.</p>
239	<p>Yes please. This is a wonderful initiative and will definitely encourage more people to take up ev's. Please make sure you cater for vehicles that charge from the front as well as the back. For example, we're unable to use the bungan st Mona vale one because it only caters for rear charging vehicles. The cable does not reach to the front of the bay.</p>
240	<p>Could we please also have a charging point at Church Point? This would really help offshore Pittwater residents. Thanks.</p>
241	<p><i>No comment provided</i></p>
242	<p>A great initiative to support our transition to net zero. Supportive of the one hour limit</p>
243	<p>Do they have to have electronic advertising on the side? There's already too much signage and this just adds further light pollution and distraction.</p>
244	<p>I'm in support of charging stations. With regards to Kempbridge, my closest, perhaps consider two bays. Alternatively add another to the Carpark near the church (off the roundabout).</p>
245	<p>Jolt charge station should be located at the Dee Why surf club council car park and not take up valuable street parking, we have lost 3 car spaces close by with the relocation of the bus stop due to the Strand Upgrade, we own a business premises at [REDACTED] The Strand which has no onsite garage or parking space to accommodate our tenants, Also, the digital advertising lit up on the Jolt unit is unnecessary pollution, further more, the public will abuse the charge station and use the excuse for coffee parking!! Better options are fuel service stations and council car parks.</p> <p>WE TOTALLY OBJECT</p> <p>Sincerely</p>
246	<p>Why are rate payers subsidising EV owners? Is NBC offering free fuel?</p>
247	<p>There is a need for them to not only be near the water / ocean. Frenchs Forest also needs one.</p> <p>many thanks,</p>
248	<p>We need even more chargers than what is proposed here. We need to see significant investment in sites with multiple chargers to support the growing number of electric vehicles on our roads. Mall</p>

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	car parks, investments into commercial properties and apartment buildings all being required to support electric vehicle charging needs to be made. We can do this!
249	I am concerned about maintenance of the recharge facilities. Will they be maintained quickly following break-downs?
250	Should have one more in Brookvale or Manly Vale
251	Why is there nothing west of the proposed & existing sites along basically the beaches . The middle harbour / Seaford site is about it . Nothing in Allambie heights , the Forest , Terry Hills . The council owns LionelWatts , surely that is a possible site
252	I support the increase in electrical charging facilities.
253	There should also be more such charging stations for the 'inland' suburbs like Allambie Heights, Frenchs Forest and Belrose. The currently proposed stations have a clear bias to beach and coastal suburbs. Is there a reason they are being favoured?
254	EV's are environmentally bad
255	Why put it where it is already hard to find parking putting this there will take away parking and make congestion with people waiting to charge up. Put it at a kerle park
256	There needs to be a charging stations around French's Forest to service the Forest area and its growing population. Especially with the new precinct close to the northern beaches hospital.
257	<i>No comment provided</i>
258	The more the better!
259	As a Tesla owner the Jolt chargers have been a great infrastructure upgrade to the northern beaches - allowing charging at places where charging was not possible before. This will enable more EV ownership in the northern beaches.
260	These are tremendous. I use the existing ones already to charge our EV. Additional charging units are sure to increase EV adoption over time.
261	This initiative appears to be a step in the right direction, but with the explosion of EV sales in the last year, one bay in each area is not nearly enough - for the current demand and in particular future demand. I don't bother using the Mona Vale chargers anymore as they are almost always occupied. Unless there are at least three bays at each location (and possibly extra bays for queuing/waiting), and many more locations to come, this initiative could be seen as greenwashing.
262	Good proposed locations, particularly Palm Beach & Newport because there is currently nothing North of Mona Vale. It would be VERY GOOD to put something at Avalon which is central to this Northern area!
263	I think locations where people go to exercise or transport interchanges (where a top-up whilst waiting to pick someone up) are good location types. I have one in my area, though it is tight and a busy location
264	I would like to see 2-3 parking spaces and 2-3 charging hoses per station so that more than one car may use the station at once.
265	Additional sites should ideally be located in Manly. The single space is not sufficient enough for the growth in EV
266	I think it's great to encourage more EV usage across the beaches!
267	I believe we should have as many EV charging stations as possible everywhere to be preemptive. We are so far behind Europe in relation to EVs it's not funny!
268	<i>No comment provided</i>
269	<i>No comment provided</i>

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270	<i>No comment provided</i>
271	I am pleased to see that council plans to install electric vehicle charging stations, however, as an Avalon Beach resident I was dismayed to see that no charging station is proposed for the substantial village and population of Avalon Beach. We residents would have to travel to lower population Palm Beach at the very end of the peninsula, or, back around the bends to Newport to charge. Please ALSO install a council charging station in Avalon Beach.
272	<i>No comment provided</i>
273	<i>No comment provided</i>
274	100% YES to installing JOLT chargers to support the electric car owners - it's the way of the future - it's the way of the present! Thank you!!
275	This is a great idea, the more EV chargers the better!
276	<i>No comment provided</i>
277	Great to see more chargers on the Northern Beaches.
278	Thank you for this excellent way of including your constituents. All the site plans are well prepared and easy to read. Well done!
279	<i>No comment provided</i>
280	It will be great to have 2 EV charging parking per charging kiosk. the EV cars will double in next 2-4 years.
281	<i>No comment provided</i>
282	An excellent proposal and one that should be considered as a test-bed for future installations in the Beaches area.
283	I drive an electric car and, when travelling, drivers always look for locations with multiple fast chargers. Single charger spaces are useless. You can check whether it's empty via an app but if someone arrives one minute before you then you have to wait an hour for a recharge. Drivers always prefer a bank of at least 4, preferably more, chargers: that way if two are registering as free then there's a good chance you'll get one. I would never go to a single space charger and most EV drivers would agree. It would be far better to put six chargers in the basement of the Wentworth St car park. That would be really useful and would get used. It would be a great tourism boat for Manly. Maybe choose 3 or four locations on the Northern Beaches and put multiple chargers in each, instead of one space in more locations. Also never put a charger on an end space. If the spot gets iced then no-one can use it. If it's next to another spot there's always a chance someone can use it.
284	It is absolutely mandatory to have more charging stations available, due to the growing number of electric cars in our community.
285	Have you considered putting banks of multiple chargers in fewer locations? Then it becomes a destination for EV drivers because they are much more likely to get a spot. The scattergun approach makes them a less reliable bet.
286	<p>Thanks for pushing ahead with this worthwhile initiative. Having owned an electric car for a few months now, a few things I have noticed:</p> <ul style="list-style-type: none"> * if there is one charger somewhere then it will either be broken, in use or "ICEed" when I get there so I would not factor it into any of my travels. * If you are just trying to show that northern beaches supports EV's then installing a single bay unit is a good show of support, BUT, if you are actually trying to supply a service then can I suggest you install at least 4-6 bays somewhere?

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	<p>* I would suggest out of the way in the basement of the Wentworth street carpark or the rooftop of Whistler street carpark (EV drivers will go out of their way to get a charge! which is good as you can place these in spots that otherwise get little use).</p> <p>* consider visiting the 4 bays at the Balgowlah stockland to observe how they get used. At least one will probably be out of order, another will be plugged into a car that is fully charged and then the others will probably be charging (point is, having just one is not much use)</p>
287	marvellous intelligent initiative, well done
288	<p>Congratulations on increasing the number of EV charging sites across the area. However there are no sites selected away from the coast. There is a paucity of charging units throughout our local area and sites at Belrose, Frenchs Forest would be very useful. Placing them in the shopping centre areas if possible - Glenrose or Forest Way, or at sites such as Glen St Library would be both convenient and co-located with other Council facilities. I am sure EV drivers at Terrey Hills or Duffy's Forest would have similar observations.</p>
289	Disappointing not to have any charging stations proposed for the Forest area.
290	<p>A series of single charging points is grossly inadequate. As there are so few, they are bound to be occupied at any given time. You need multiple spaces, eg rows of 6-10 spaces, especially in beach car parks (eg Newport, Collaroy). Locals will mostly charge at home, but visitors from further afield will want to charge while they are here, at the beach say.</p>
291	<p>Why are there 2 recharge stations in Dee Why and none inland? Stating the obvious, there are no recharge stations anywhere inland in the council area. I'm in Belrose and this area is not being catered for at all.</p>
292	<p>It's wonderful to see your initiative to push out the charging stations. But apart from our wonderful beach locations, please don't forget there are many residents that live in the Frenchs Forest, Belrose and Davidson suburbs. here there's a rapidly increasing number of EV owners, and there will be many more. And this increase can be spurred on by a local charging station in our area. The Frenchs Forest Showground/Playground is a hub of people parking for an hour, or a little more, so what a wonderful opportunity to top-up while there.</p> <p>Keep up your excellent work.</p>
293	<p>Thank you for considering installing charging stations! They are a great initiative and provide an opportunity for people with electric cars to charge at a convenient family friendly location</p>
294	<p>I love the compact simplicity of the new style 1 chargers. It would be great to see more of these rolled out across the beaches.</p> <p>I'm curious why there is only 1 at each location, it's a real limit on users being able to rely on a charging location if it is limited to one charger at a location, surely some of them could be expanded to 2 with the charger in the middle of the two spaces?</p>
295	<p>I am in favour of the installation of electric vehicle charging stations in the Northern Beaches LGA. However, I am concerned that preceding tranches and the current tranche on exhibition do not appear to locate EV charging stations anywhere in Avalon Beach or surrounding localities, an area with several thousand residents. I also have some comments about Council's current EV charging program generally:</p> <ol style="list-style-type: none"> 1. I am of the opinion that NBC is being rapidly overtaken by events in this area. Anecdotal I am noticing many more EVs on the road, especially in and around the northern part of the northern beaches. More importantly, industry trends are showing the probability of a rapid uptake of EVs in urban Australia over the next few years. 2. I therefore believe it's time NBC started to actively program for and place at least one charging station in each locality, especially in or near shopping centres, sports fields, surf clubs, community centres, libraries, theatres etc. Or at least reserved space for them. New retail developments should be required to have 1-2 charging stations in their plans. 3. The locations of current stations has resulted in there being no charging stations or plans for them anywhere north of Mona Vale until this tranche. Has NBC done any survey work to determine i. where the current EV ownership is located within the LGA and ii. buying intentions by suburb? 4. EV charging in apartment blocks is also a huge challenge. Has NBC started thinking about it

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	<p>yet? Whilst owners of standalone houses can have their own charging station installed, most strata bodies are resistant to the idea or have not begun planning for such an inclusion in their strata development. Renters are also in an invidious position in terms of EV charging. Owners of rental properties and strata bodies are not giving attention to planning for an important and increasing development.</p> <p>I am especially concerned that there appear to be no Council plans to locate EV charging stations anywhere in Avalon Beach or surrounding localities. If I am mistaken I would appreciate a briefing being provided to community groups on forward plans in this area.</p> <p>In summary, while I support NBC's EV charging station policies in general, I think it is too little and in danger of being too late as well, and unreasonably excludes Avalon Beach.</p>
296	<p>Please keep up the good work and install more Jolt stations in the future. They are a godsend to EV owners that live in unit blocks</p>
297	<p>Submission 1:</p> <p>Why is public land being reserved for use only by special interests?</p> <p>I walk past the EV charge parks in Dee Why and Brookvale almost daily and despite being busy locations there is hardly ever a car parked there. All it has done is reduced the available parking space for the rest of us.</p> <p>This is public land and it should be available to ALL of the public, not just the few.</p> <p>Submission 2:</p> <p>The justification for this is "to keep up with growing demand", but I see the two charge spots in Dee Why and Brookvale empty 99% of the time I walk past them. That doesn't seem like there is the demand you are claiming.</p> <p>So this prompts a few questions:</p> <p>How is this 'growing demand' being measured?</p> <p>How does the removal of supply of parking for everyone else affect their demand?</p> <p>What is Council's responsibility/policy to provide public amenity to ALL ratepayers equally, rather than restricting public space only to special interest groups?</p>
298	<p>I support all the proposed installations.</p> <p>I have tried to charge my car at the existing Jolt charging station in Mona Vale and have found that the charger is placed at the rear end of the (parallel park) bay. The charge port on my car is at the front centre of the car, and the charging lead on the Jolt charger is too short to reach the charge port of my car even if I park the car right at the back of the bay. I wish to suggest that where chargers are installed in parallel park bays these should be installed next to the middle of the bay and that the charge cable should be long enough to reach the outer corners of the bays even if routed around the car parked there.</p> <p>I also wish to note a concern that the distribution of charging points seems to be concentrated along the coast. The council area includes many suburbs not immediately adjacent to the beaches. Council should strive to spread charge points evenly throughout the council area, e.g. why can't council install a charger at Lionel Watts in Belrose? There will be many other opportunities.</p>
299	<p>Submission 1:</p> <p>Please locate sites near shops and local businesses so there is a win for the businesses and the users of the chargers. The Collaroy, Dee Why and Narrabeen are excellent sites.</p> <p>Also, the signage is very poor of the existing units and these new units seem to be offering the same, ie. poor visibility especially at night. There needs to be better vertical signage, say a blade (2-2.5M) with council (and other) markings on it to promote it is a partnership.</p>

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	<p>At night maybe the Jolt logo is highlighted backlit at the tope of a blade. The colour can indicate it is available - green, and it is not - red?</p> <p>Submission 2:</p> <p>Signage needs to be better than current. Consider a blade with backlit Jolt logo.</p> <p>Also 20kwh systems are inadequate as installed now. They need to be at least 60kwh and preferably 120kwh. Faster charging means higher usage and turnover for more users.</p>
300	<p>Dear Sir,</p> <p>I refer to a recent mailout detailing a proposal to instal a “Jolt” charging station in Collaroy.</p> <p>Are you aware that these charging stations are not compatible with Plug In Electric Hybrid Vehicles (PIEHVs)?</p> <p>Australians tend to travel longer distances than is the case overseas. Under those circumstances purely electric vehicles are very inconvenient & PIEHVs are therefore becoming more popular in Australia. I have experienced the “inconvenience” problem firsthand because my son has a Tesla. I have recently purchased a Lexus NX 450H plus PIEHV which has an electric only range of 87 kms & a total range of around 950kms when combined with Hybrid mode. That is almost twice the range of the Tesla & I’m never going to get stuck with no power or having to wait in a queue at a charger for an hour or more somewhere off a main highway.</p> <p>Chargers which are compatible with both electric & PIEHVs have been installed at a number of locations in the Northern Beaches – such as Stockland, Warringah Mall & Mounties. Surely Council should take their lead & install chargers which can be used by all types of electric vehicles.... & while you are contemplating this: could we also have compatible charging stations installed in central Manly?</p> <p>Regards</p>
301	<p>Good afternoon,</p> <p>We write in relation to the proposed South Steyne Electric Vehicle Charging Station Proposal.</p> <p>As residents of [REDACTED], we refer to your recent correspondence dated 20 June 2023.</p> <p>We oppose the location of the proposed station based on the following reasons:</p> <ul style="list-style-type: none"> • The intersection of Wentworth Street and South Steyne is an extremely busy T junction all year round. • The intersection contains two pedestrian crossings with extremely high pedestrian traffic, often continuous. • Increased vehicle movement in and out of the proposed EV parking bay will impact both pedestrians and traffic flow. It has the potential to place pedestrians in danger, particularly when the current minimum two hour parking time limit is changed to one hour with some cars moving in and out in 15 minutes. That equates to possibly 16 times more movement in and out of the bay than currently occurs. • It appears contradictory that council spent funds on repainting these two pedestrian crossings as 3D crossings only to propose to install an EV parking bay right next to a crossing they feel requires attention. • As residents, we will be affected by further traffic congestion at the intersection. • The intersection currently becomes a bottleneck when vehicles indicate to turn right from Wentworth Street onto South Steyne as the vehicles turning right block access for vehicles turning left onto South Steyne and traffic extends down Wentworth Street past the entry and exit point to the Peninsula Council Car Park.

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	<ul style="list-style-type: none"> • Additionally, traffic flow along South Steyne is continuous. Cars turning right onto South Steyne from Wentworth Street often wait lengthy periods before having an opening to turn right. This will worsen. • An EV parking bay compounds the already gridlocked intersection increasing traffic flow in both directions, disrupting traffic flow with cars undoubtedly stopping and queuing for use of the station. A dangerous and disruptive scenario all round. • In choosing this location, was a traffic & pedestrian study conducted? • The accessibility of the EV parking bay is not ideal for all residents and visitors of Manly. A more central location such as the outdoor parking space of the current Whistler Street council car park would be more efficient and takes the EV station away from the already congested beachfront. • The unit is an eyesore for the beachfront. • If the plan is to keep the station on the beachfront, then we ask council to consider moving it further North from what can be argued as the busiest strip of road on the beachfront. <p>We support the presence of an electric vehicle charging station in Manly, however we ask that council place the safety of all pedestrians first and consider the impact on further traffic congestion for residents trying to access their homes.</p> <p>Kind regards,</p>
302	<p>Dear Council,</p> <p>As residents of this part of Oaks Avenue we are OPPOSED to the proposed Electric vehicle charging station in Oaks Avenue. There is always very limited parking for residents as it is in this part of Oaks Avenue - and we have a trailer that has been parked on the side of the road nearby this proposed area for over a year – hasn't moved – and taking up a resident or beach visitor car park. Trailers should not be allowed to just sit on the side of the road in this part of Dee Why to enable more restaurant visitors to park and residents.</p> <p>Electric vehicle charging stations should be available in the council car parks in the area:</p> <ul style="list-style-type: none"> - Behind the Dee Why Surf Club - Council car park on Pittwater Road - Council car park in Oaks Avenue <p>A residential street where parking is already so limited is not the place for a designated Electric Vehicle Charging station. Put them in the Council Car Park behind the Surf Club.</p> <p>Kind regards,</p>
303	<p>Hi,</p> <p>Ref 2023/365851.</p> <p>██████████ as owner of the land at ██████████ has accepted a connection offer from Ausgrid for electricity supply to a future shoptop housing development at the above address. Electricity is due to be supplied from the same substation as proposed to be used for the JOLT EV charger.</p> <p>Has JOLT received a connection offer from Ausgrid? If so, are you able to share this?</p> <p>Can you please advise maximum demand for the proposed JOLT EV charger?</p> <p>Can you please advise any substation upgrade works that are due to be completed as part of this proposal?</p> <p>Kind regards,</p>
304	<p>Dear Northern Beaches Council,</p>

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	<p>I would like to propose that more than 1 EV charging station is placed at a non-beachside suburb (Seaforth is the only station not at a beachside suburb).</p> <p>Why aren't Allambie Heights, Frenchs Forest or Belrose considered, as well as other inland suburbs? There is a large proportion of the LGA not considered or covered.</p> <p>kind regards</p>
305	<p><u>To Whom it may concern</u></p> <p>I have had a brief look at the proposed locations and have concerns regarding the proposed charging station on South Steyne. My concerns are;</p> <ul style="list-style-type: none"> - Too close to busy pedestrian crossings, - This road at certain times, especially on weekends, is too congested for safe queuing, etc - No space to queue up to access the car space, - Difficult car spaces to safely enter & exit given EV's have their locations at either the front or rear of the vehicle. <p>A better location may be in Victoria Parade adjacent to the side vehicle entry to Manly Village School. This entry is rarely used.</p> <p>Regards</p>
306	<p>Hello.</p> <p>I writing to give my support to the expansion of the Jolt charging network on the Northern Beaches and the locations being proposed.</p> <p>I am of the belief that very quickly, the demand for charging stations will outstrip supply and that we need to get ahead of the impending demand with smart solutions such as the Joly chargers.</p> <p>I would like to suggest that almost all SLSSC caparks could be good locations for future chargers as people can arrive at the beach, take a quick swim and then return to their vehicle with some extra charge in their car.</p> <p>Please do not hesitate to contact me for further insight.</p>
307	<p>I understand that the council is not supplying the electricity - but who pays for the "free" charging, and why?</p> <p>Just curious...</p> <p>--</p>
308	<p>I have two concerns about EV charge points:</p> <ol style="list-style-type: none"> i. They should not be in front of shops as is the case with Bungan Street, Mona Vale, (because it reduces the value of the shop and is ugly as part of the street scape) and; ii. These charge points make no provision for ebicycle charging.
309	<p>Hi...</p> <p>I have a Volvo xc60 hybrid, electric and petrol (unleaded) engine.</p> <p>I have tried to charge a couple of times at different electric charging stations but the electric plug connection at the charging station does not fit my charging port.</p> <p>What is going to be done do that all electric vehicles can use these proposed charging stations?</p>
310	<p>Who is paying for the installation of these charging stations? and who is paying the electricity?</p>
311	<p>A start, so well done.</p>

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	<p>The only real issue I have is the number of parking bays at each location - seems like only one per location? If you are going to the trouble of installing all the infrastructure, why don't you have at least two or three parking bays (and corresponding number of charging cables).</p> <p>I am pretty sure you are going to find this is not even mildly adequate for today's demand, never mind the immediate future.</p>
312	<p>Dear council</p> <p>I am totally against any ratepayers monies being spent on Electric Vehicle charging stations.</p> <p>I also think that it is a very negative use of land . the Jolt charger is huge and if there is any advertising on it I was amazed when saw the 1st one at Forestville shopping centre.</p> <p>We also cannot allow any to be built on the beach fronts or near shopping centres taking up valuable parking areas and it adds to our municipalities visual pollution.</p> <p>Im Against it</p>
313	<p>G'day Northern Beaches Council,</p> <p>RE: EV Charging Station on S Steyne</p> <p>While I was pleased to see that EV charging is coming to Manly, I think it would be a big mistake to only provision one spot and impose a limit of 1 hour.</p> <p>As a new EV owner who lives in central Manly, I would strongly encourage Council to provision 2 or 3 parks in the proposed location with a limit of 2 hours.</p> <p>Rationale:</p> <ol style="list-style-type: none"> 1. We want to promote people eating at our local restaurants, shopping in our local shops, doing the B&B swim, walking the promenade, and otherwise "enjoying Manly". It's hard to do any of that with a one hour limit. 2. A large proportion of EV's visit manly. I have a coffee almost every day at Barefoot Coffee Shop on Whistler St. Watching the traffic it sometimes seems that every fifth vehicle is a Tesla. 3. Including myself, at least 4 Manly residents have purchased an EV in the past 4 months. The scale is tipping fast, we have an opportunity to pave the way here, not be a laggard. 4. I'd recommend putting the EV spaces next to each other for now as opposed to all over town. Since having bought my BMW iX3 fully electric car, I've modified my shopping and dining choices to take advantage of places where I know I can plug in - like Stocklands mall which has 4 spaces next to each other, or Harbord Diggers which has 5. They're also free, albeit slow chargers - which encourages people to stay for a little while. Sit there and watch, and you'll see high footfall from people coming and going, because they know they are likely to be able to get a charge due to the multiple spaces. Many are high end cars like Audi, Merc, BMW and of course Teslas. I strongly believe if we had 2 or 3 spots like this in the proposed area, the people that park there would be spending money at all the local restaurants. Don't we want this for Manly? Having a single spot with a 1 hour limit would not accomplish this. <p>I'd welcome the opportunity to discuss this in more detail as I'd love for Manly to be leader in this automotive transformation, as opposed to simply ticking the box and having mediocre results at best.</p> <p>Thank you.</p> <p>Warm regards,</p>
314	<p>Could you please advise if there are any current plans for the installation of electric vehicle charging stations on Council owned /controlled land/property in or adjacent to the Manly business centre?</p> <p>Thank you,</p>
315	<p>Hi - great idea - and thanks for doing it. Few quick points :</p>

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	<p>- only one in Seaforth - seems too few - suggest 5</p> <p>- assume there will be a booking app</p> <p>- location is very hard to get out of sometimes depending on traffic , especially if not going back to manly</p> <p>- why not 5 in the ground the car park off the Seaforth round about beside Anglican Church : parking spaces available , safe ease of access, and room for expansion as the demand grows</p> <p>PLEASE NOTE NEW MOBILE NUMBER EFFECTIVE Feb 6th, 2023</p> <p>Regards</p>
316	<p>Hi,</p> <p>Love the proposal to put these free Jolt chargers about the beaches... however please limit the parking time to 30mins as of 15mins is for changing people will park there for an hour, get marked and stay for another 50mins... that's nearly 2 hrs of free parking.</p> <p>I just bought an EV - BYD atto 3 - and I think we'll need more chargers - in fact there should be 2/3 in every council car park...?</p> <p>This is great start though and I hope it helps people convert and supports thier change to EV life :)</p>
317	<p>The proposed EV station at Kempbridge Ave is not well sited.</p> <p>Parking in Kempbridge Ave is always at a premium due to school drop off and pick up, Bupa, and ' park and ride' for the city.</p> <p>A better option would be to locate it at the parking lot corner Ross st and Sydney Rd or at the RSL.</p> <p>Warm Regards</p>
318	<p>Mr Devon</p> <p>These charging stations seem to be at no cost to users or the Council. 3 questions;</p> <p>Is this a permanent arrangement and are there any performance criteria if the provider is not performing to expectations ?</p> <p>Is there provision for a user to park for longer than 15 minutes either on charge or off charge ?</p> <p>What is the market value of these spaces if for example they were sold or rented out as a car park ?</p> <p>Best regards</p>
319	<p>Hi folks,</p> <p>Thank you for the notification of the proposed electric vehicle charging point on The Boulevard at Newport.</p> <p>However, our objection to this location is that the site has an impact with too much risk for the residual traffic between the parking for street activities, such as the restaurants at this end of town, both in and out of flooding times.</p> <p>The selected site is in a blockage or tight point on the road. Adding this congestion will cause higher risks of accidents, especially between the cars wishing to pass and the people waiting to charge their vehicles.</p> <p>If this is a private land site, ask them to place it in their car parking facilities. As one should do with all, take it home and deal with it respectively in your rubbish or deal with it in your backyard.</p> <p>If it is the council, then we object to it because:</p> <ul style="list-style-type: none"> • There will be delays for residents and any threat to safety services, such as police, ambulances, and fire trucks, as examples.

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	<ul style="list-style-type: none"> • With this being a flood zone, the Risks for Council already rule this as a poor site selection right at the drain where it overflows. • Since it is only one of the two accesses to that side of the residents when entering the area from either end of the street, they are already known to block or slow down traffic. • <i>FYI, upon entering the Boulevard from the street lights coming north and turning right, traffic often blocks with as little as two or three cars from these lights when turners wish to enter the bowling club parking or park for the restaurants.</i> • <i>It possibly will force more traffic back to often turning blind at the Bowling Club street, instead of the Boulevard, already we are noticing this happens. The risks of accidents are high.</i> <p>Thus we object to having further delays, and congestion only meters off the entry to the street.</p> <p><i>Suggested alternative options :</i></p> <ol style="list-style-type: none"> 1. Why cannot one of the larger car parking areas take up the electric charging facility or another less congested council area? 2. A better option is to provide a bay within the fuel stations, where they too can give the opportunity from fuel to electricity—one type of service for all in the current set-up one-zone area provided. <p>Then this new concept does not impede further the natural flood zone risks of the location.</p> <p>Save on our planning, infrastructure and costs for locals.</p> <p>While improving the flows of the local area zones do not add to the impact on already busy parking and street zones.</p> <p>Making a better way to think through the Council planning work in a better flow pattern.</p> <p>Please we appeal and wish you not to add to other risks and upset you're paying customers living in these beautiful zones. But to use sensible already existing zone areas as better options for this request.</p> <p>Take care, Kind regards</p>
320	<p>Good Morning Council,</p> <p>Is it possible to locate these ugly chargers so they are not so visible? Also, having them located in in busy shopping street locations such as the one already in Dee Why is just ludicrous as it stands out like a sore thumb. Car parks are the logical place as I'm sure Council realises but please remember, the streetscape is important too.</p> <p>Kind Regards,</p>
321	<p>Hi</p> <p>I wholeheartedly support this project. The current EV chargers are v well utilised and as more people are getting EVs it is important to have charging stations. It is actually getting difficult to access these so more are definitely needed.</p> <p>Regards</p>
322	<p>Great -more the better</p> <p>Good start to help the environment</p>
323	<p>Why is the council giving permission for curb-side charging stations? You would not have given that permission 20 years ago if someone was going to install fuel pumps. We have service stations so why not get them to install the charging stations or in Shopping car parks like Warriewood Square? As more and more cars become electric the curbside charges will have to go into something like service stations. All you are doing now is providing cheap parking for the rich. Most</p>

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	people cannot afford electric cars as they realise the resale value and insurance is substantially above the equivalent fuel car.
324	<p>Hi there,</p> <p>I recently went to the charger on Bungan St in Mona Vale and was unable to use it. Our socket is at the front of our car and the cables on this charger originate from the rear of the car space provided, as a result of the cable not being long enough (but a good distance), we were unable to connect to the charger and therefore not use it.</p> <p>This is the only side on charger I have had an issue with, others have had the cable originate from the middle of the car space so therefore it can reach.</p> <p>Has this problem been reported yet, and if so is a solution being found?</p> <p>Regards,</p>
325	<p>Hi</p> <p>Great news about the FREE EV charging points.</p> <p>However, Avalon Beach should be included as it is more populated than Palm Beach.</p> <p>We know most houses remain empty on Palm Beach.</p> <p>It is more logical to place an EV charging point in Avalon Beach.</p> <p>I don't know what criteria was used in choosing the proposed list of locations !</p> <p>Kind regards</p>
326	<p>As a resident of the Pittwater end of the Northern Beaches and an EV owner, I strongly support the Jolt proposal for chargers at Newport and Palm Beach. To the best of my knowledge, there are no public chargers in these suburbs and the Jolt fast chargers will be of great benefit to local residents and visitors to the area. I am a regular user of the Jolt chargers in Mona Vale and North Narrabeen and I look forward to a wider roll-out as soon as possible.</p> <p>Thank you for your consideration of this proposal.</p>
327	<p>Dear council staff,</p> <p>I am a local resident and ratepayer in the Northern Beaches, I am looking to invest in building a network of EV charges in our local area. We've done this elsewhere, and now I would like to improve our local EV supporting infrastructure, ultimately I hope that it can provide better support for our existing EV drivers, help increase our local EV intake and achieve our environmental targets in the longer term.</p> <p>I am thinking of utilising some of our existing council car parking space, can you please point me in the right direction or who is the best person to speak with? My mobile is [REDACTED]</p> <p>Many thanks and look forward to hearing from you!</p> <p>Regards</p>
328	<p>Dear Ms Hart, July 19 2023</p> <p>I am writing to voice my objection to the proposed JOLT charging station for the following reasons:</p> <ul style="list-style-type: none"> • The position is totally inappropriate given the single lane reconfiguration of The Strand, which has had a major impact on available parking space available in the general area. • Oaks Avenue parking has been noticeably affected due to spaces being utilized for bus traffic/ stopping, and now another space will disappear if the proposal is implemented. • Parking in Oaks Avenue and adjacent streets is difficult during the week, and nearly impossible at weekends.

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	<ul style="list-style-type: none"> • The statement in the proposal letter to convert one existing timed parking bay is misleading, as most current users are likely to have a ratepayer permit for free parking anyway. • The visual landscape is constantly under attack already, and the proposed charging station will only add to the visual pollution of the streetscape. • If the station is similar to the JOLT installations in Mona Vale shopping centre, they are also extremely intrusive, with commercial advertising on illuminated panels on 24 hours, night and day. • The correct area (and a total no brainer actually) is to utilise the large main car park adjacent to the surf club at the northern end of The Strand, where several stations could be placed without issue. • There is ample room for multiple EV charging points in the above mentioned car park, which would not greatly affect the visual aspect of surrounding buildings adjacent to the large parking area. • Why are there no EV parking points available in the above mentioned facility already? • I seriously question the wisdom of Council allowing a commercial undertaking to operate on ratepayer (council) owned land in this way, given that Oaks Avenue is a busy street and the footpath is barely adequate as it is. • The other statement in the proposal letter that EV charging stations have proven to boost surrounding commercial activity is misleading and totally unproven. Most businesses simply want parking spaces so vehicles of ANY type can park conveniently with a minimum of fuss. • Owners and tenants of surrounding apartment blocks should not be forced to look down on a box like facility which is really a commercial undertaking and an "in your face" advertising platform. <p>In summary, if there are to be EV charging stations in the general area of the beachfront, they should NOT be in Oaks Avenue or any adjacent streets, but sited in the main beach carpark where there are no impingements on the landscape or streetscape.</p> <p>Kind regards,</p>
329	<p>Would you mind letting me know the locations of any existing electric charging stations in the Forestville/Belrose/Killarney Hts areas?</p> <p>Are we already well supplied with same, contrary to my knowledge? Because there is no proposed station mentioned for this area amongst the 9 new ones allocated by the Council.</p> <p>Regards</p>

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Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.