

ITEM 1

I have a complaint with NSW PLANNING and Environment Dept.

I have met NSW Planning and Environment Complaints Officer and a Lady, who claimed she was a Director of Government Services, in December 2016.

I have proof of NSW OMBO failing to do a thorough and comprehensive investigation as CLAIMED , So that amounts to mal-administration.

I asked for a “ Case Manager “ but that request has not been met thru Mr Smith’s efforts . Compensation is part of the issues. The other is the missing Recovery Plan, including Wildlife Corridors Missing and Sustainable Habitat size, Road-Kill prevention (Overpasses, and underpasses and protection fencing issues) and who is responsible ?

Is it Local Government, or NSW Planning and Environment, or Office of Environment and Heritage or a “ Whole-of – Government “ responsibility ?.

The missing Wildlife Corridor includes creation by demolition of existing homes and compensating affected people. It can include building Wildlife Bridges, and “ re-design of streets “ to create Viable Width Space in centre of street for a “ Wildlife Corridor” If this is “ unacceptable “ the alternative may be “ Demolition of houses in street affected “ . This is using “ development off-set” as a way to fund the demolition, or “ Whole-of –Government” Funding ,

It is the “alternative to Bio-diversity off-set “ solutions, as the URBAN ZONING has fragmented the Fauna Habitats, so connecting the fragmented habitats has been recommended by “ ecological experts internationally “ for years.

The need for a “connecting fragmented habitats” is to provide an Ecologically Sustainable Habitat size, for Squirrel Glider, and Koala, Eastern Pigmy Possum, etc.

I have more recently spoken to the NSW Dept of Environment Threatened Species Unit, and they basically confirmed they may not be interested in a recovery of the “ threatened with extinction “ population of Koala on Northern Beaches. In the past I discussed threat abatement tasks including wildlife corridor thru Newport.

The Koala in NSW and Queensland is listed as Vulnerable to Extinction by Australian Government, so in Northern Beaches Population the “ extinction “ has happened, so a Recovery is the “ ECOLOGICALLY SUSTAINABLE ANSWER “ not the sustainable extinction achieved by Pittwater Council.

But it’s a “Whole of Govt “ responsibility indicates the NSW Chief Scientist’s Report on the Population Decline of Koala in NSW. So RMS / Local Council have “ FAILED “ to provide the ROAD –KILL prevention projects, to encourage a Recovery being Successfully implemented.

With the NSW Chief Govt Scientist Report, the response of “ WHOLE OF GOVT “ may need to acknowledge the “ SCAM” operated by Pittwater Council since before it started. It started with an unsustainable population. Clearly, a Recovery Plan of Action should have started in early 1990’s or before.

The listing remains, but where is the threat abatement actions ??? IS IT A SCAM (Mal-administration) BY LOCAL GOVT ???, or Whole-of- Govt ??

The mal-administration has lasted since the 1990's but the URBAN PLANNING problems started in 1920's.

Local Council's merging in 2016 and being under administration a "WHOLE of GOVT " approach is missing from **NSW Planning and Environment , in the INGELSIDE PRECINCT PLAN .**

So with reference to the NSW Chief Scientist's REPORT on decline of Koala Population in NSW, published Dec 2016.

Recommendation 1

That Government adopt a whole-of-government koala strategy for NSW with the aim of stabilising and then starting to increase koala numbers.

Pittwater Council were " successful " at reducing the population from 6 or less to ZERO by about 1998. It is now 2017, so a review should be done while council is under- administration. (Recovery Plan funded by Council may be under-funded for years, or non-existent for years = mal-administration ?) .

The Critical " missing Wildlife Corridor " in the Newport and Bilgola area needs to be reviewed and " questions asked " . (This is mentioned in PETER SMITH's Report in 2000.

In the report he hints at a Recovery Plan being started, but if that required Dept of Environment to FUND the "Budget restraints " could have prevented it, while Council " over-spent " at Land and Environment Court, (\$ 1 million to % 1.5 million annually plus staff time so the overall cost was estimated as \$ 2 million to \$ 3 million) .

The Chief Scientist says

- *review and align the various legislative and management arrangements to ensure improved outcomes for koalas across different land uses and tenures*

(I have already asked the NSW Attorney- General To fix the Legal Framework to allow a Sustainable Recovery to Happen on Northern Beaches, but the reply “ deflected the issue “ to NSW Environment Dept “ .) in 2016 . As the former Attorney-General, Ms Gabrielle Upton, is now the Environment Minister, she can “ answer the “ deflection herself as Environment Minister in 2017 “

Clearly, the Local Council needs to “ kerb its Land and Environment Costs “ .

Chief Scientist says ::

- *identify incentives for best practice new development and ongoing land use in all cases where koala populations may be adversely affected across tenures, industries and land users ,*

I have suggested “ incentives for best practice in past, and been instead “ ABUSED “ .

I now suggest the INGELSIDE PRECINCT PLAN be investigated for “ Incentives “ to provide additional HABITAT for a sustainable population. This can also include Warriewood Valley, unbuilt lands, even if zoned Urban. This may include “ converting proposed Urban Land purchased by SUNLAND in Ingelside and Warriewood Valley to Native Fauna Habitat Lands (Koala ?) .

Chief Scientist says ::

- *we will have evidence that threats to these populations have been identified and Mitigated*

Pittwater Council have “ REFUSED TO MITIGATE THREATS “ in past. * but promote the Threatened Species Listing” (= SCAM ?? SCAM ? = mal-administration ??)

Chief Scientist says ::

- *the community will feel confident that new development and ongoing land use will not threaten key koala populations*

I am NOT CONFIDENT that the NSW Planning and Environment's Complaints Manager, has initiated a review of the required Habitat Size needed for a sustainable Habitat on Northern Beaches. NSW Govt appointed Administrator of Northern Beaches Council could be "asked" to get it done before June 2017. This may review of WILDLIFE CORRIDOR NETWORK and SUSTAINABLE HABITAT SIZE for Northern Beaches, and inclusion of Historic Site in NETWORK. The Council's past rectified.

The Chief Scientist says

. However, in identifying and protecting koala habitat and managing key threats, this strategy will also benefit other native species and NSW landscapes more broadly.

I have asked the NSW Planning and Environment Complaint Officer to get a review in Northern Beaches done, but I doubt that level of investigation is underway in 2016 – 2017

My own investigations suggest a review of Habitat Needs is about 4,000 to 5,000 Ha for a sustainable population. (Source :: Dan Lunney, Adjunct Professor, at Sydney Uni.) The Barrenjoey Peninsula in 2017 is unable to have a sustainable habitat of that size, so in 2000 PETER SMITH (Smith + Smith) suggested a " CRITICAL LINK – Bushland Corridor " thru Newport and Mona Vale. This may be part of the " missing solutions " in 2017.

So the Urban Growth / Pittwater Council Ingelside Precinct Plan needs to find a sustainable habitat size in Barrenjoey Peninsula and Ingelside area, and elsewhere (Warriewood Valley Urban Zoned Lands ?) , and connect it to the " HISTORIC " Koala habitat area of Bilgola/ Avalon and Manly Dam area where there was Koala in the area up to 35 years ago.

As STATE GOVT own 30% of INGELSIDE PRECINCT, it has a substantial " Urban Land-Bank ". It is also involved in a " Frenchs Forest Precinct " Urban Uplift Proposal " , including 12 storey High apartment towers in the old Frenchs Forest High School Site.

The investigations I have already made, support a wider range of native fauna than just the koala. It can include species found in Aboriginal Archeology Finding in Angophra Reserve, Avalon. The Wildlife Fauna Corridor through Newport is part of the missing parts, and an Escarpment Corridor thru Bilgola to Angophra Reserve, an Historic Koala Habitat area.

- ***work across tenures to identify and implement on-ground actions that improve connectivity and resilience against threats***

When I suggested improving connectivity, the LOCAL COUNCIL operated a “ cover-up “ excuse then organised a “ LAND-SLIP “ event to further cover-up its “ RESPONSIBILITY “ to improve “ connectivity “. Is it a “ WHOLE-OF – GOVERNMENT “ responsibility to rectify ? The Local Council “ refused “ to do the “ Connectivity “ tasks.

Recommendation 4

That Government improve outcomes for koalas through changes to the planning system.

I have recommended the “ Bio-Diversity Off-set solution “ be assisted by the “ Development Off-set solution “ there-by allowing the creation of Wildlife Corridors in Urban Zoned areas.

Recommendation 6

That Government investigate models for guiding and incentivising collaborative best practice for new development and ongoing land use occurring in areas of known koala populations across tenures, industries and land users.

I have tried in the past, and been ABUSED instead.

So a reform of NSW PLANNING AND ENVIRONMENT and LOCAL GOVT, to achieve the above “ incentivising collaborative best practice “ on NORTHERN BEACHES is needed.

Recommendation 7

That Government agencies identify priority areas of land across tenures to target for koala conservation management and threat mitigation.

Pittwater Council has mitigation actions listed on web-site, but the “ lets just have an extinction “ approach is the reality. So a “ Koala Conservation management and threat mitigation, and recovery plan is missing. Is this funded by OEH, or NSW Planning and Environment, or Local Council ??? or NONE of above ???

ITEM 2

WHO can be delegated the issue of the Missing INNER-WEST GREENWAY (bio-diversity Grade) Corridor. Is it the Minister for Environment ???

It was in 2005, a long-term aim to have a Cooks River to Iron Cove continuous bushland corridor (the width of the dis-used Freight Rail Corridor) . That concept suffered a “ loss of space “ when STATE RAIL converted the Freight Rail corridor into a LIGHT RAIL Corridor.

. Consider the refusal of Transport Minister, Glads Berejelian to implement a “ Bio-diversity grade GREENWAY over the Inner West Light Rail Corridor, after initially abandoning the Greenway, because the approved design was defective.

Clearly the current solution is NOT “ industry best practice bio-diversity standard “. .This viewpoint was confirmed by Former Federal Environment Minister , Peter Garrett. “. The INNER –WEST Greenway is included in the SYDNEY GREEN GRID, but the Bio-Diversity Corridor Network is “ left – out “ or missing in INNER-WEST GREENWAY, and due to “ lack of space “ not linked to Georges River area (Liverpool area) to form a BROADER NETWORK that goes to Royal National Park (future World Heritage Item) .

(e.g. The M5 West (RMS roadway) GREEN ROOF Corridor from Woollli Creek (Circa) to Liverpool (Circa) .

Is it now a “ Whole – of – Government “ task delegated to the PREMIER or Environment Minister, or Planning and Environment Minister, or RMS Minister or Transport Minister ???

Is it a “ Whole-of-Government “ responsibility to provide the “ Loss of Space “ for a VIABLE BIO-DIVERSITY CORRIDOR between Callan Park, and Cooks River + (Woollli Creek Bushland)

The President of Australian Landscape Architects Institute, Daniel Bennett, says the Sydney Green Grid is to cater for the needs of a population of 8 million people, a future 80 % increase in Population.

This implies a URBAN PLANNING “ value increase “ could help fund the missing “ Green Infrastructure “ .

So should the NSW Planning and Environment Minister (find funds for) FUND the “ missing “ INNER- WEST Bio-diversity Grade Greenway, and the missing M5 West “ GREEN ROOF (Bio-Diversity Corridor) ? or is it a “ Whole-of –Government “ task?

Recommendation 6

That Government investigate models for guiding and incentivising collaborative best practice for new development and ongoing land use occurring in areas of known koala populations across tenures, industries and land users.

The refusal by Gladys Berejickian MP to properly implement and fund (or find other funding source ?) a viable width Bio-diversity Corridor INNER WEST GREENWAY is a "WHOLE-OF-GOVERNMENT" example of "failing" to intergrate an Environmental Best Practice Greenway with a Light Rail Corridor, within the SAME LAND SPACE. The GREENWAY should be more than a regional bicycle pathway, as it had a "Bio-diversity Review" before it was abandoned. That review itself provided a "defective bio-diversity corridor". So I reviewed it, and then spoke to Environment Minister Robyn Parker MP. The "missing funding" prevents it being built, as it was in 2005 Metro Strategy as a regional long-term aim to have a Cooks River to IRON Cove Bushland Corridor.

APPENDIX ::

1. The NSW CHIEF SCIENTIST REPORT – on declining population of Koalas 2016.

. Key elements of a whole-of-government koala strategy should be to:

- prioritise data gathering and research about populations, habitat and threats, including the cumulative impacts of multiple threats, to inform better planning and management decisions*
- review and align the various legislative and management arrangements to ensure improved outcomes for koalas across different land uses and tenures*
- work across tenures to identify and implement on-ground actions that improve connectivity and resilience against threats*
- identify incentives for best practice new development and ongoing land use in all cases where koala populations may be adversely affected across tenures, industries and land users*
- establish a framework for on-going coordination and cooperation of land managers, policy makers, researchers and the community to deliver the defined actions.*

While many of the recommendations in this report aim to understand and address threats to koala populations, it is also important to support those who respond when the threats cannot be mitigated. Fauna rehabilitation groups play a critical front-line role in assisting the recovery of individual koalas, most commonly injured by car strikes, dog attacks or fire.

Successful implementation of a NSW koala strategy should lead to the following outcomes:

- we will know which koala populations have the potential for long term viability*
- we will have evidence that threats to these populations have been identified and mitigated*
- the community will feel confident that new development and ongoing land use will not threaten key koala populations*
- our scientific knowledge of koala populations, dynamics and health will be substantially increased*
- the number of koalas will become stable and then start to increase.*

A NSW koala strategy should provide clear benefit to key koala populations in NSW.

However, in identifying and protecting koala habitat and managing key threats, this strategy will also benefit other native species and NSW landscapes more broadly.

RECOMMENDATIONS

This review makes 11 recommendations to inform the development of a NSW koala strategy.

Recommendation 1

That Government adopt a whole-of-government koala strategy for NSW with the objective of stabilising and then starting to increase koala numbers.

Recommendation 2

That Government initiate a program to improve data on the number, location and occurrence

of koalas in NSW, including trends over time, taking advantage of new sensor and communication technologies and data analytics within 12 months of receipt of this report.

Recommendation 3

That Government publish a state-wide predictive koala habitat map within three years of

receipt of this report, with immediate priority given to improving coverage of the north coast.

Recommendation 4

That Government improve outcomes for koalas through changes to the planning system.

Recommendation 5

That Government improve outcomes for koalas through the Biodiversity Conservation Bill

and associated Regulations.

Recommendation 6

That Government investigate models for guiding and incentivising collaborative best practice

for new development and ongoing land use occurring in areas of known koala populations

across tenures, industries and land users.

Recommendation 7

That Government agencies identify priority areas of land across tenures to target for koala

conservation management and threat mitigation.

Recommendation 8

That Government, through the Office of Environment and Heritage, convene two symposia

within 12 months of receiving this report: one for scientists active in koala research and land

managers to develop a koala research plan; and one focussed on koala rehabilitation to

identify actions to optimise the delivery of and support for the network of koala rehabilitation

groups and carers.

Recommendation 9

That Government establish the Australian Museum as a preferred repository for koala

genetic samples in NSW, and all data and metadata associated with these samples should

be deposited into the SEED Environmental Data Portal (extended if necessary to include flora and fauna).

Recommendation 10

That Government facilitate the exchange of information among land managers, local government, the research community and the broader community.

Recommendation 11

That Government draws on knowledge and shares information with local community members through a program that supports localised engagement between liaison people and residents and industry.

2. Sydney's population is forecast to increase by 80 per cent by 2054, with an additional three million people living and working in the metropolitan area.

**By Daniel Bennett,
President Australian Landscape Architects Institute.**

As population density increases, our challenge is to shape the built environment so as to ensure that Sydney remains one of the world's most distinctive and liveable cities.

In acknowledging that green space is a key hallmark of liveability, the Office of the Government Architect (OGA) proposed the creation and consolidation of a network of high-quality green areas that connect town centres, public transport networks and major residential areas. Now known as the Sydney Green Grid and regarded as an integral part of the Metro Strategy and most recent District Plans for Sydney, this network aims to anchor sustainable development while maximising quality of life and well-being.

Although Sydney has many green and water enriched spaces, what is missing – and this is the aim of this project – is an overarching schema that approaches them in a connected way. Success in doing so will ensure that their contribution to our quality of life, the environment and the economy are maximised, rendering a working-whole that is far greater than the sum of its parts.

Some places are already well served, and here the task is making sure it remains of high quality and is managed effectively. Other places suffer from a lack of green space, and here we need to extend the current network and create new open space where it is lacking.

Green infrastructure

The Green Grid is a green infrastructure, design-led strategy that includes the full range of open spaces from national, regional and local parks through the harbour, ocean beaches, wetlands, rivers and creeks, to playgrounds, playing fields, golf courses and cemeteries.

Interconnected linkages are fostered within the wider public realm through enhancing creek corridors, transport routes, suburban streets, footpaths and cycleways. The Green Grid is therefore an open-space interconnecting network that will keep the city cool, encourage healthy lifestyles, enhance biodiversity and ensure ecological resilience.

When we see green infrastructure as an asset, as integral to Sydney's metabolism as its roads, rail lines and storm water pipes, and valued for the whole range of social, health, environmental, economic and educational benefits it brings to Sydney, the importance of an integrated approach to management, enhancement and extension becomes paramount. It's an infrastructure asset that requires the same kind of protection, investment and innovation we afford more familiar types of built infrastructure.

Green infrastructure has an increasingly important role to play as we face the challenges of population and urban growth on the one hand and climate change on the other. Well-designed and planned green infrastructure will help absorb flood water, cool the urban environment, clean the air, provide space for local food production and ensure the survival of Sydney's fauna and flora as well as providing space for recreation, sport and leisure.

The Sydney Green Grid underscores the value of green and open space as pivotal to the choices we make when promoting economic growth, health and well-being. As a network, it will provide links and connections between places, encourage walking and cycling, highlight landscape and heritage, and support local economies. By providing informal places for people to visit and interact, social capital is both created and enhanced. Future investment in parks and recreation will play a vital role in Sydney's ability to attract business and create jobs.

How was the Green Grid initiated?

Inspired by the All London Green Grid, the OGA undertook a pilot project in Parramatta to assess the provision of open space at regional, district and local levels. The OGA interrogated open space deficiencies and determined where additional open space was required in order to ensure equity of access. In so doing, the office proposed an interconnected network of open space for Parramatta.

The OGA looked at the creek corridors and illustrated how this network could be used for flood management as well as for walking and cycling. Furthermore, the office examined the street networks and potential infrastructure corridors such as light rail, and suggested how the unique heritage components of the city could be integrated into the living experience of Parramatta.

The office then demonstrated the value of applying this thinking at the subregional and metropolitan scale. Close collaboration with the NSW Department of Planning & Environment and the Greater Sydney Commission helped to create an evidence-based, open-space audit across Metropolitan Sydney as a baseline for exploring opportunities to create an interconnected Metropolitan network that will support the projected population, housing and employment targets.

The Green Grid posits an economic case for investment in green infrastructure beyond the provision of open space for recreation alone. Consequently, it is now understood by many arms of urban planning and design in both the public and private realm as a value proposition, where benefit outweighs cost by raising the overall quality of investment in both the open space and investment alike.

As similar initiatives are happening around the globe, the OGA benchmarked its ideas against thinking from around the world, where the benefits for example from reduced flood risk, improved health outcomes and increased ecological resilience are being quantified and where the concept of green infrastructure is becoming mainstream.

In Chicago, for example, greening only a small percentage of the city's rooftops has significantly reduced air pollution. Chicago estimates that this investment could result in avoided health costs of \$29 million to \$111 million annually.

In 2011, Philadelphia created the Green City Clean Waters program - a 25-year, \$2.5 billion plan to protect and enhance the city's catchments by managing storm water with innovative green infrastructure. The city estimates that using green infrastructure in lieu of traditional approaches could save \$8 billion over the life of the program.

Based on Sydney's unique character, the OGA aims to articulate a clear and compelling economic rationale for future investment in green infrastructure. The research uncovered a number of cost/benefit analyses, but as they are limited in scope and although well intended, the implementation is fragmented.

Sydney's current parks and open spaces and other green features such as street trees are managed by over 42 different public authorities and agencies. This results in an approach to planning and management of a suite of assets that does not fully realise the potential that could be harnessed by a more integrated approach. To successfully create green infrastructure at the landscape scale, we must transcend conventional 'silo' modes of thinking within government and

pursue an approach to planning, design and implementation where key agencies work together to support a common goal.

The Greater Sydney Commission is actively promoting and advocating the Green Grid across government, influencing planning strategies, local government open space network plans, and urban transformation precincts. This strategy needs to be owned by many.

The delivery of the Sydney Green Grid vision will be a complex and challenging task. It is a long-term, evolutionary process that will require bipartisan support at all levels of government – national, regional and local. It is important that the strategic Green Grid projects identified in the District Plans can be delivered through the planning and development process, beginning with appropriate policies by local government in their Local Environment Plans.