

## **Comment on draft land use and infrastructure plan and transport documents**

There is no discussion about how this development fits into an overall northern beaches plan or strategy.

Section 1 deals with an overall housing strategy for Sydney but does not deal with the broader planning and transport needs of the northern beaches region. It is almost totally precinct-focussed when the load it will place on transport with densification happening elsewhere in the region will exacerbate existing region-wide transport issues.

The draft Northern District plan produced by the Greater Sydney Commission does not do the job in its current form – despite using images of the beaches on its cover!

It is appreciated that Sydney's housing needs are driving this development but those objectives should be achieved in a way that minimises, not magnifies, existing regional transport issues. Where is the coherent regional transport plan into which the Ingleside development fits? A plan that is more than a roadbuilding inventory but one that articulates a serious public transport strategy – ie a public transport solution that gets people out of cars.

### **Draft Transport plan**

As the Draft Transport plan acknowledges, at 5.6 on p 66, private vehicles are the predominant mode of transport due to the absence of public transport.

However there is no discussion about what is required to get people to move from car transport to buses. This plan needs to work back from the circumstances that will bring about this change and then quantify how many trips and what destinations need to be catered for.

Nor is there discussion about the adequacy of current plans to move not just the 9000 new residents in the Ingleside precinct but the entire region from cars to public transport.

These are the kind of issues that need to be spelt out by the Greater Sydney Commission to create the framework within which the Ingleside precinct development should occur. The draft Northern District Plan in its discussion at pp 65-67 is silent on this – rather than listing a series of existing projects there should be a discussion in both this document and the Ingleside plan of the key transport needs and objectives including the circumstances that will get enough people out of cars into public transport to reduce congestion. Where existing or planned projects help this, then tell readers about them!

What is needed is a transport objective and the actions that will bring about the transition of sufficient numbers of people to public transport.

Perhaps this objective and the plan to achieve it are embodied in a myriad of documents spread over a number of different government agencies – if so, they need to be brought together in a coherent and concise form to not only give residents confidence that planning authorities know what they are doing but also to help co-ordinate the siloed government agencies involved.

For example – how will people get from their homes in the Ingleside precinct to the major bus stops? If they have to get into cars to get to the bus stops and there are few parking spaces at the stops

they will just keep going! Given the lack of room for car parks at bus stops, one idea is for a mini-bus shuttle to pick people up at their door and deliver them to the bus stops.

Do we know what destinations need to be catered for and in what quantities? There needs to be direct access to North Sydney not just Wynyard.

### **Roads through the south precinct**

What seems to be a proposal to turn Wattle St between Manor and Ingleside Roads and then Ingleside Road to Powderworks Road into a four lane road seems excessive.

It should be a local two lane road, otherwise it will encourage traffic bound for Mona Vale road west to divert from Powderworks Road at Ingleside Road and cut through the centre of the development to get onto Mona Vale Road at Manor Road. This already happens in morning peak hour when, even though it involves going 'backwards', people do it to get into the west-bound Mona Vale road stream more quickly.