



# 1: Integrating Transport and Landuse

## Our Objective

To support well-designed urban development, integrating transport and landuse that reduces the need to travel and is easy to access via frequent public transport, walking and cycling.



## Our Challenges

The residential development of the Northern Beaches has been shaped by the rugged topography and transport related infrastructure. Development to date has responded to the dominant transport modes, most notably the car. Major infrastructure has underpinned the settlement of major towns, villages and urban areas<sup>6</sup>.

The area has traditionally played a range of landuse functions and roles. Manly and coastal areas to the immediate north were linked to the visitor and tourist population with higher density housing and villages that traditionally catered for young adults. Areas further north and inland

have provided single dwellings for families, larger acreage and semi-rural properties linking with the northern suburbs of Sydney (e.g. Killarney Heights, Belrose, Oxford Falls, Davidson and Terrey Hills).

Commercial and retail centres are relatively car dependent despite being located on public transport corridors. These include Dee Why, Brookvale, Mona Vale and Manly. The challenge is to ensure the centres are accessible by all transport modes. Greater containment of workers and local jobs is positive for the local economy and better for transport.

More people living closer to employment and other services reduces the need for them to travel

and this stimulates the local economy.

High demand for housing in the area continues to place pressure on residential expansion and the transport system.

The need for improved transport links to the rest of metropolitan Sydney means that we need to come up with solutions that represent superior outcomes for the wider community. These may also have localised impacts and challenges for the Northern Beaches and require community debate. These include faster transport options such as Bus Rapid and Light Rail (discussed later in the paper).

<sup>6</sup> The development of the Northern Beaches is linked to available infrastructure such as the Manly Ferry (mid-1850s) by the Port Jackson and Manly Steamship company; from 1974 by the Public Transport Commission; punt services at the Spit (late 19th century to 1924); Spit Bridge (first bridge in 1924 and current bridge built in 1958); Roseville Bridge (first bridge in 1924 and current bridge in 1966); and trams from Manly from 1903 to 1939, Manly to North Manly (1903), and extended to the Spit (1911), Brookvale (1910), Collaroy and Narrabeen (1913), and Harbord (1924).



### Our Opportunities

There are opportunities to better integrate future growth and transport corridors. For instance, some centres could be required to support higher residential densities with new high capacity public transport on road infrastructure. New Light Rail and Metro options to the City and Chatswood could provide faster connections and fast, efficient access to and from the Northern Beaches<sup>7</sup>. However, there are constraints to be managed due to high costs of this infrastructure and densities of the areas surrounding stations would likely be required to justify the NSW Government investment. The ability of these areas to sustain future growth will be explored through landuse planning and housing and employment strategies.

New strategic centres such as Frenchs Forest are planned based on current transport infrastructure. Investment in new infrastructure such as the Beaches Link Tunnel would enable this centre to support higher densities and surrounding commercial and employment growth. The success of this centre also relies on improved public transport and active travel options on the east – west corridor. This has been subject to considerable investigation and planning via the Hospital Precinct Structure Plan (Frenchs Forest) with Council and State agencies.

Future land release areas at Ingleside and Warriewood Valley provide the opportunity to plan sustainable, connected, vibrant and attractive communities. The successful development of these communities is also dependent on State Government and Council

infrastructure to deliver public transport, new supportive technology, road upgrades and active travel options.

Council is currently developing a structure plan for Brookvale to improve employment, landuse options and transport accessibility in response to community needs. For other town centres and villages across the Northern Beaches, place plans are being prepared in response to our local and wider community needs.

There are funding opportunities under the Federal Government's 'Smart Cities' program that have the potential to support the development of places and transport<sup>8</sup>. These have the potential to better integrate high technology and new transport technologies at an early stage of planning to improve liveability, accessibility and better connections.

<sup>7</sup> 'Sydney Metro and light rail will allow the city to grow for next 40 years', Garry Glazebrook, 12.2.18 at <https://www.smh.com.au/national/nsw/sydney-metro-and-light-rail-will-allow-the-city-to-grow-for-next-40-years-20180209-p4yzth.html>

<sup>8</sup> Smart Cities and Suburbs Grants Program provided \$50 million to support innovative smart city projects across Australian cities and towns, reference <https://cities.dpmc.gov.au/smart-cities-program>

### Our Future Priorities

- Supporting well designed and sustainable urban development that reduces the need to travel far and provides frequent public transport, walking and cycling options
- Developing new communities with sustainable integrated transport systems
- Encouraging the development of strong and viable centres
- Prioritising future urban development in centres integrated with public transport corridors and to engage with the State and Federal Governments to deliver the transport systems to support growth, improve quality of life and connect with services in other parts.

### Have Your Say on Integrating Transport and Landuse

1. Do you support our priorities? Why or why not?
2. How should we best connect our future centres to other places?
3. How do we better provide transport for our existing centres?
4. New mass transit systems (such as new light rail and metro options) rely on higher densities in urban areas to make them viable. Should mass transit that requires higher density be a priority for the Northern Beaches, or should we pursue other options that do not rely on higher densities?

[yoursay.northernbeaches.nsw.gov.au](https://yoursay.northernbeaches.nsw.gov.au)

### Light Rail Option

New Light Rail and Metro options are providing better and more efficient transport in other parts of Sydney. This is also being considered now in future planning by the Greater Sydney Commission. This will be considered in our future Transport Strategy.

Sydney Light Rail provides information, key features and interactive maps on existing and new light rail networks for Sydney CBD and South East. See [sydneylightrail.transport.nsw.gov.au](https://sydneylightrail.transport.nsw.gov.au)