



My Place: Manly

Draft Manly Place Plan

September 2023



northern
beaches
council

Contents

Message from the Mayor	4	Introduction	6	Manly as a special place	18
Acknowledgement of country	5	The my place approach	8	What we know about Manly	20
		Strategic planning framework	10	Extent of the place plan study	25
		Relationship to previous Manly 2015 Master Plan	13	Manly's night-time economy	26
		Place plan framework	15	Our community	32
		Our process	15	Our community's ideas for changes	34
		How to read this place plan	16	What we heard	36
				Community engagement	38
				Community vision for Manly	39
				Key places of Manly	40
				The role and functions of the key places	41

Our principles, priorities and actions	44	Where we're headed	122	Key documents	132
Concept design ideas for the key places	60	Implementation	124	State documents	134
Positioning of key places within the Manly Centre	62	Timeframe	124	Council documents	134
The Corso	66	Funding	125	Other documents	136
Sydney Road	82	Indicative cost	125		
Market Place	90	Action plan	126		
Rialto Lane	98				
Henrietta Lane	102				
Central Avenue	106				
Short Street Plaza - Short Street	110				
Pittwater Road Neighbourhood	116				

Message from the Mayor



This draft My Place: Manly is a unique place plan. It has been developed in close partnership with the local community to capture the things people love and value most about the area.

It sets out a community vision, the principles, priorities, and actions to make Manly the best place to live, work and visit.

Famed for its rich natural beauty, iconic ocean front, and laneways filled with cafes, shops, restaurants, and bars, it's no wonder that Manly is the only designated late night precinct on the Northern Beaches.

The draft plan outlines concept design ideas for key locations to bring life to the streets and spaces of Manly, while honouring its rich Aboriginal and European heritage.

With a great tradition for hosting large music, food and wine and surfing events, this plan will see Manly continue to be an integrated place bringing people together, somewhere that continues to strengthen its vibrant local economy and promote its reputation as a world-class visitor destination.

The opportunity now is to continue seeking feedback and input from the community to bring this plan to life so that Manly will continue to be the best place for everyone.

A handwritten signature in black ink that reads "Sue Heins". The signature is stylized and fluid, with a small dot at the end.

Sue Heins

Mayor

Acknowledgement of country

We acknowledge the Traditional Owners of this land and Elders past and present. We recognise Aboriginal people who live here today and the spirits and ancestors of the Clans that lived in this area as the original custodians of the Northern Beaches.





Introduction



The My place approach

Northern Beaches Council is working to create great places that are vibrant, safe, inclusive and sustainable right across the northern beaches

We have initiated 'My Place', a place-planning approach to planning, design and management of specific centres.

The approach focuses on people's connection to their local area and encourages them to work with us.

Our approach involves watching and asking questions to the people who live, work and relax in a particular 'place' to discover their needs and their aspirations.

Community participation and involvement is essential during all aspects of My Place, so that we can develop a Place Plan that truly reflects community expectations and aspirations.

Following the success of the first My Place planning process in Avalon Beach, Manly continues the My Place planning process. We refer to this as [My Place: Manly](#).

Specific emphasis has been placed on ensuring that all members of the community have an opportunity to engage with the process and to share their ideas and thoughts about what is best for Manly now and in the future.

The outcome of this approach is a Place Plan, which is an evidence-based framework to enhance the social, economic and environmental aspects of a 'place'.

The Draft Place Plan identifies and considers the features that make Manly such a special place. It identifies what the community values most and provides an action plan that align changes with the community's current and future needs and aspirations.

What is place planning?

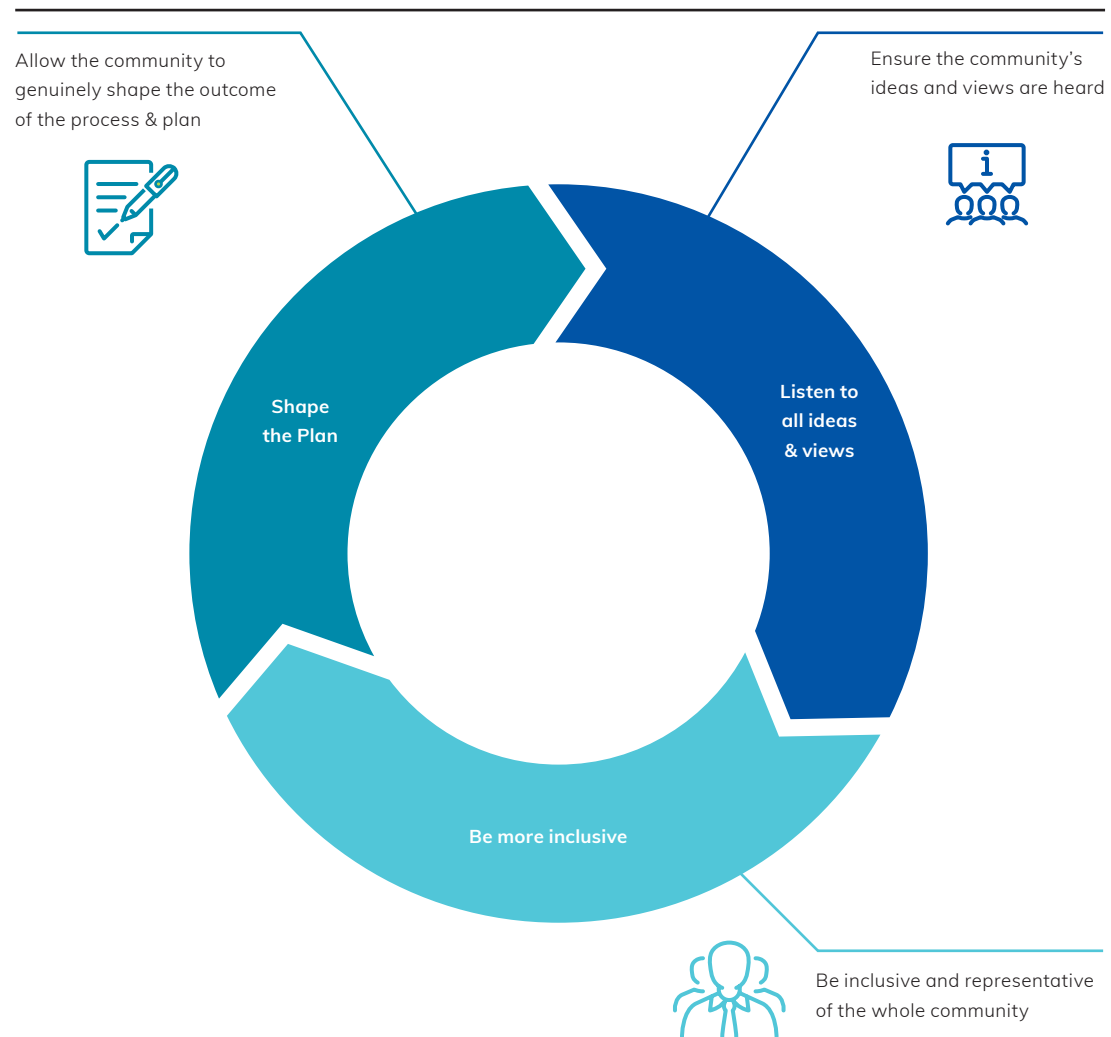
In essence, place planning is about working with the community to develop local solutions for local problems.

The Draft Manly Place Plan was initially developed with targeted community consultation due to the unique circumstances at project commencement (May 2020). Extensive engagement will occur as part of the public exhibition of the Draft My Place: Manly.

It is the community that makes Manly special, and it is the community that will elevate the special qualities of Manly into the future.

Figure 01

Key Features of the 'MY Place' approach



Strategic planning framework

Place plans are not developed in isolation; they sit within a broader strategic planning framework.

This framework involves a hierarchy of key strategic policies spanning the overarching Greater Sydney Region Plan, down to more focussed and localised strategic plans policies including Towards 2040 - the Northern Beaches Local Strategic Planning Statement and local statutory planning controls including the Manly Local Environmental Plan (LEP) 2013 and Manly Development Control Plan (DCP) 2013.

In particular, this Draft Place Plan responds directly to an identified action under Priority 26 of our Local Strategic Planning Statement (LSPS):

Action 62.1 - Prepare a place plan for Manly and develop LEP and DCP controls to respond to LEP studies, thematic history study, West Esplanade heritage activation plan, destination management plan and night-time economy to balance competing uses.

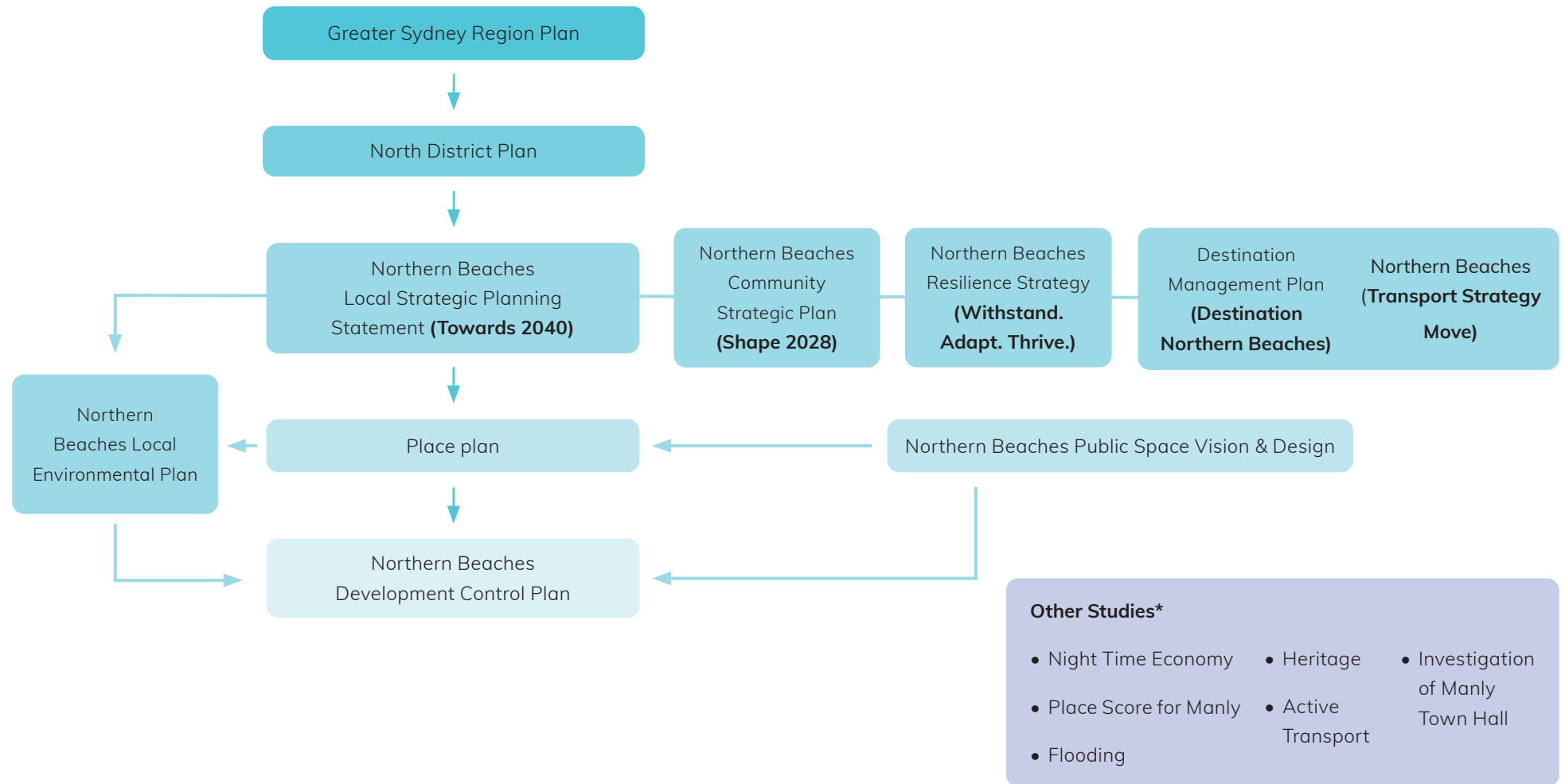
It also responds to an identified action under the Action Plan of our Destination Management Plan:

Undertake a place plan for Manly which will include a focus on tourism, local and night-time economy, street activations, recreation, signage/wayfinding, key pedestrian movement corridors, public amenity and creativity.

Council's Public Space Vision and Design Guidelines, adopted in May 2021 informs the planning, design and construction of streets, open spaces and public/private interfaces. It is the reference document for any public domain improvements anticipated for the Manly centre. These guidelines already establish that, for Manly, the 'Beach Palette' will be utilised. Designing spaces to create safe and accessible places for our community will facilitate consistency with our Community Safety Plan (2021) and Disability Inclusion Action Plan (DIAP) 2022-2026.

* Study Pathway is not an exhaustive list of studies that have been undertaken to date. See Key documents at the end of this Place Plan for a more comprehensive list of relevant documents.

Figure 02
Study pathway



Manly is the gateway to the Northern Beaches, is a successful international and domestic visitor attractor and is also a strategic centre that caters for a wide variety of commercial uses. There is a particular focus on hospitality and tourism which results in a seasonal economy and variable business conditions.

However, the current needs and future demands of Manly's residential population are well catered for with a mix of retail and non- retail uses including supermarkets, hospitality, clothing, household goods, health, education and community services. Future floor space growth is constrained by heritage values and the seaside coastal character. Our studies recommend retaining the building height controls to protect the heritage significance, and fabric and scale of the centre; and to continue self-containment and investigate opportunities for more co-working spaces as well as continue to support diversity in housing typologies and dwelling sizes.

Council's Local Housing Strategy does not identify the Manly centre for further housing investigation. My Place: Manly seeks to establish strategies to create a place that is attractive to all who visit, work, live and play in Manly; establishing a sustainable place that is fit for potential future growth. Key to this will be the implementation of the Night-Time Economy Strategy for Manly, providing certainty for all users of Manly centre, be it business owners/operators, visitors and residents. This strategy builds on other policy directions already in place such as the State Environment Planning Policy (Exempt and Complying Development Codes) 2008 which allows a range of commercial land uses operating with approval in Manly centre to expand their operating hours from 6am to 10pm without the need to seek a change to their operating hours.

Outdoor dining is available for any food and drink premises in Manly as long as the outdoor dining area is associated with the approved food and drink premises and approval for the outdoor dining area has been granted at Council's sole discretion in line with the Outdoor Dining Guidelines.

Food and drink premises means premises that are used for the preparation and retail sale of food or drink (or both) for immediate consumption on or off the premises, and includes any of the following:

- a. a restaurant or cafe,*
- b. take away food and drink premises,*
- c. a pub,*
- d. a small bar.*

Note – Food and drink premises are a type of retail premises.

Recommended planning controls are targeted for the Manly centre to enliven the Community Vision, Principles, the Place Priorities for each Key Place and Actions established in My Place: Manly.

Relationship to previous Manly 2015 Master Plan

This Draft Place Plan is informed and supported by a series of other studies, strategies and reports, including the Manly 2015 Master Plan, prepared and adopted by the former Manly Council.

This Draft Place Plan builds upon and replaces the previous Master Plan, with a focus on public domain improvements and programs that aim to support and build capacity within the local community. The Draft Place Plan also seeks to reinforce Manly's role as an internationally renowned destination and as the premier gateway for the Northern Beaches.

In developing the Draft Manly Place Plan, the key strategies of the Manly 2015 Master Plan were revisited to determine their relevance in considering the current context of Manly.

Some key design strategies from the Manly 2015 Master Plan have been revised or removed through development of this Draft Place Plan. Respecting previous decisions by the then Council is an important cornerstone of this Draft Place Plan however certain elements and specific design strategies of the Manly 2015 Master Plan have not been carried forward through this Draft Place Plan.

These include the following:

- Removal and redevelopment of the Whistler Street Car Park did not proceed however specific works were completed in the last five years, including remediation to structure, upgrade of amenities and bike cage.
- The construction of a car park under Ivanhoe Park did not proceed based on Council decision August 2016.
- Plans for Belgrave Street and reconfiguration of the road. On 26 October 2021, Council adopted the Landscape Masterplan and Plan of Management for Ivanhoe Park which includes frontage to Belgrave Street. The future treatment along Belgrave Street towards Manly Wharf should be consistent with the treatment adopted for the Belgrave Street frontage of Ivanhoe Park.

The Draft Place Plan has moved away from the 2015 Master Plan's focus on Manly's main thoroughfare and has branched out with a greater study area encompassing the surrounding laneways and Pittwater Road.

This Draft Place Plan carries forward and builds upon several key design strategies from the Manly 2015 Master Plan, including:

- Defining and enhancing the key gateways into the Manly centre
- Identifying Manly's Key Places and defining their future role and function,
- Redefining and balancing the competing functions of The Corso away from its historical role as a thoroughfare
- Improving the pedestrian amenity of key locations, such as Sydney Road
- Building on the centre's strengths to attract diversity in commercial uses that will contribute to the centre's vibrancy
- Reconsidering a different location for a new stage location, away from the beachfront.

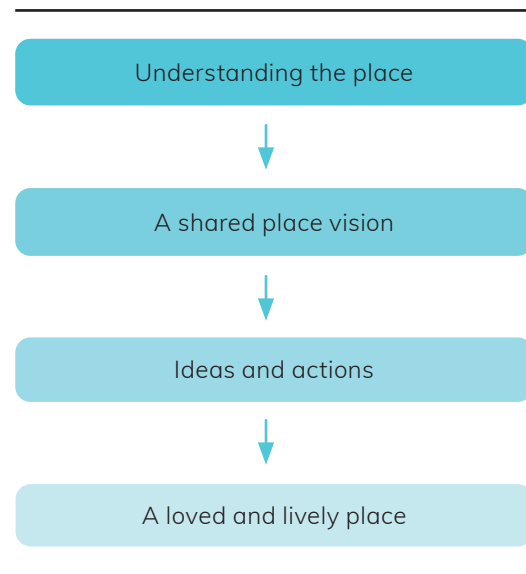
Manly is not just a strategic centre but is the premier gateway to the Northern Beaches and tourist destination. This Draft Place Plan seeks to improve the functionality and amenity of Manly as a strategic centre benefiting all stakeholders in a 24-hour period.

These strategies are further discussed in the Principles and Actions (Section 4.0) and Key Places – Place Priorities and Concept Design Ideas (Section 5.0) of this Draft Place Plan.

If adopted, My Place: Manly will replace other former master plans, public domain or landscape design plans specifically prepared for the Manly centre (wholly or in part).

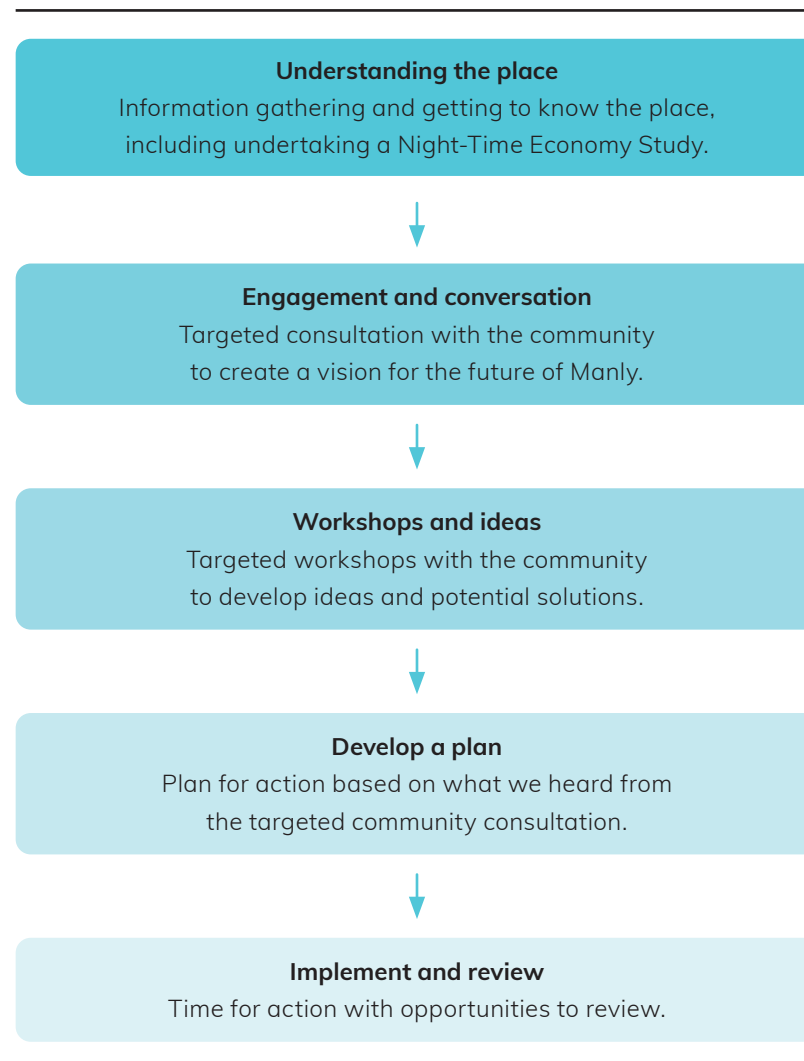
Place plan framework

Figure 03
Framework



Our process

Figure 04
Process



How to read this place plan

Manly as a special place

Sets out what we know about Manly.

What we heard

Summarises the engagement process undertaken to gain local insight on Manly.

Community vision

Outlines the community's vision and aspirations for Manly.

Key places

Identifies the areas of Manly that this place plan focuses on.

Principles

Reflects the community's vision and guides the preparation of this place plan.

Place priorities

Sets the purpose and specific objectives of each Key Place.

Concept design ideas

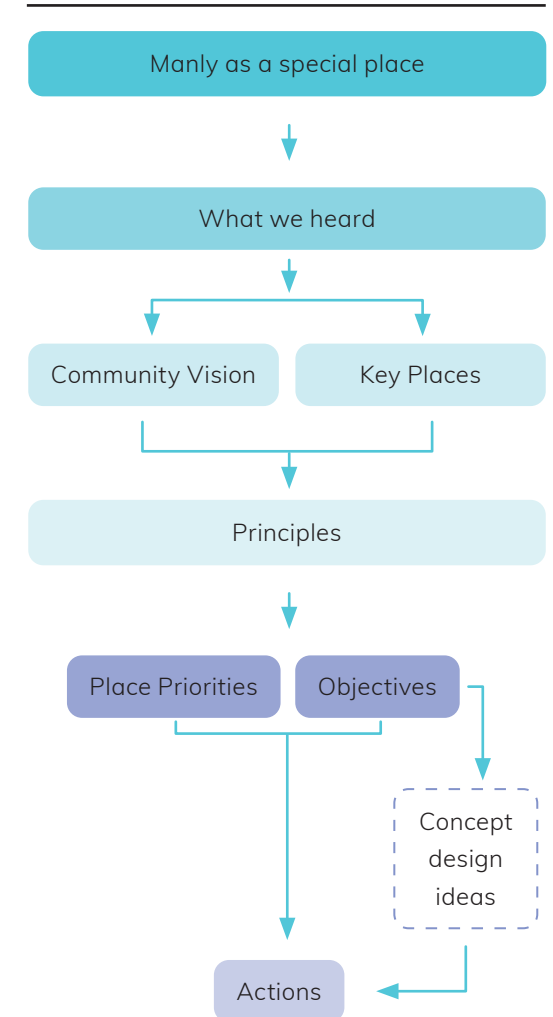
Illustrates potential design outcomes for the Key Places, which are subject to further studies and design development.

Actions

Outlines the individual initiatives and projects to deliver the Principles and place priorities.

Figure 04

Draft Manly Place Plan





Manly as a special place



What we know about Manly

Our place

Manly sits at a unique juncture of beach and bushland, an isthmus setting cradled between the iconic blue of Manly Cove and Manly Beach and the green embrace of North Head.

Manly is Sydney's premier seaside town centre, showcasing a signature blend of a vibrant day and night economy, friendly community spaces, distinctive building character and a bespoke creative energy.

Manly provides a welcoming home for residents, a vital place for workers and embraces day and other short-term visitors drawn to this special place.

Indigenous heritage

We acknowledge and respect the Indigenous people of Manly and their connection to Country. The environment of Manly has a strong cultural heritage as a place which provided food, shelter and law.

The landscape had been shaped by its first inhabitants. Controlled fires were used to clear country for hunting, make travel easier and encouraging the growth and visibility of root vegetables. Whilst carvings on rock platforms and walls, provide an enduring and outstanding gallery of outdoor art displaying different representations and attitudes of the Indigenous people.

Manly is a special gathering place, with the spectacular North Head forming a place of cultural significance to the people of the Sydney coast and beyond. North Head is a place of trade and ceremony, as well a place of burial and mourning, where bodies of those with an ancestral and familial connection to the northern harbour were carried.

Although comparatively isolated from the first European settlement in Sydney Cove, the Indigenous people of Manly and the Northern Beaches were also the first to develop a relationship with European settlers, as a further display of the uniqueness of this place.

European heritage

The Manly Town Centre Heritage Conservation Area reflects the early development of Manly as a peripheral harbour and beachside village in the fledgling colony of New South Wales. Its local heritage significance is enhanced by its role as a day trip and holiday destination in its early years following its development by Henry Gilbert Smith as a seaside resort with wide promenades and esplanades, taking inspiration from Brighton, England.

The unique streetscape of The Corso, which falls within the Manly Town Centre Heritage Conservation Area, is shaped by an uncommon grouping of fine late 19th century to early 20th century buildings, which collectively contribute to its historic streetscape. Its overall character is defined by a wide promenade flanked by fine grain buildings and important vistas to the harbour and the ocean.

The Corso's historic streetscape is further enhanced by a number of heritage listed Fig Trees and a grouping of Phoenix Palm Trees originally planted in 1928. The Corso also has additional social significance generated by a strong collective community experience and memory of its role as a visitor destination, linked to Manly's historic past as a seaside resort.

The urban character of the Pittwater Road Heritage Conservation Area to the north is underpinned by its distinctive street pattern which comprises the alignment, detailing and silhouette of the street facades and the overall building scale along Pittwater Road. While the names of a few streets have changed over time, the alignment of streets in this Heritage Conservation Area remain unaltered to this day. It also demonstrates successive waves of development with many fine examples of Victorian, Federation and Interwar residential and commercial development.

Legend

- Study area
- Heritage Conservation Area

Figure 05

Manly Town Centre and Pittwater Road Heritage Conservation Areas



Local economy

Manly is one of five strategic centres ideally situated in the southern end of the Northern Beaches. It is a hotspot for retail, employment and tourism with its vibrant environment. Manly Beach attracts a variety of people from across Sydney, including domestic and international visitors and community members from within the Northern Beaches local government area

Manly functions well and is a cohesive precinct. There is a collection of cafes and restaurants close to Manly Beach, while the business strips perpendicular to Manly Wharf have a greater presence of knowledge-intensive uses. Retail, commercial, community and hospitality land uses are collectively grouped in the 'population serving sector' and will be the largest employment sector for Manly by 2036.¹

Manly accounts for a quarter of all international visitors to NSW. Additionally, Manly accounts for 3% of all domestic visitors to NSW. They mainly travelled to visit friends and relatives (42%). Their top activities were eating out at restaurants (88%), visiting friends and relatives (55%), going to the beach (51%) and sightseeing (33%).

Tourism is important to Manly's economy and the rest of the Northern Beaches. Manly is a visitor gateway to the rest of the Northern Beaches and both the Destination Management Plan for Northern Beaches and My Place: Manly aim to reinforce this and create related opportunities. For 2019 (pre-COVID) nearly 2.8 million visitors to NSW visited Manly during their trip. This included international and domestic tourist participating in day trips or overnight stays. In 2022, visitors (people living outside the Manly suburb) account for 1/3 of all spending in Manly CBD (\$213.8million). This shows that wherever visitors are coming from (neighboring suburbs, across Sydney or NSW, interstate or overseas), the visitor dollar is certainly important to supporting the local economy in Manly. (source- Spendmapp.com.au)

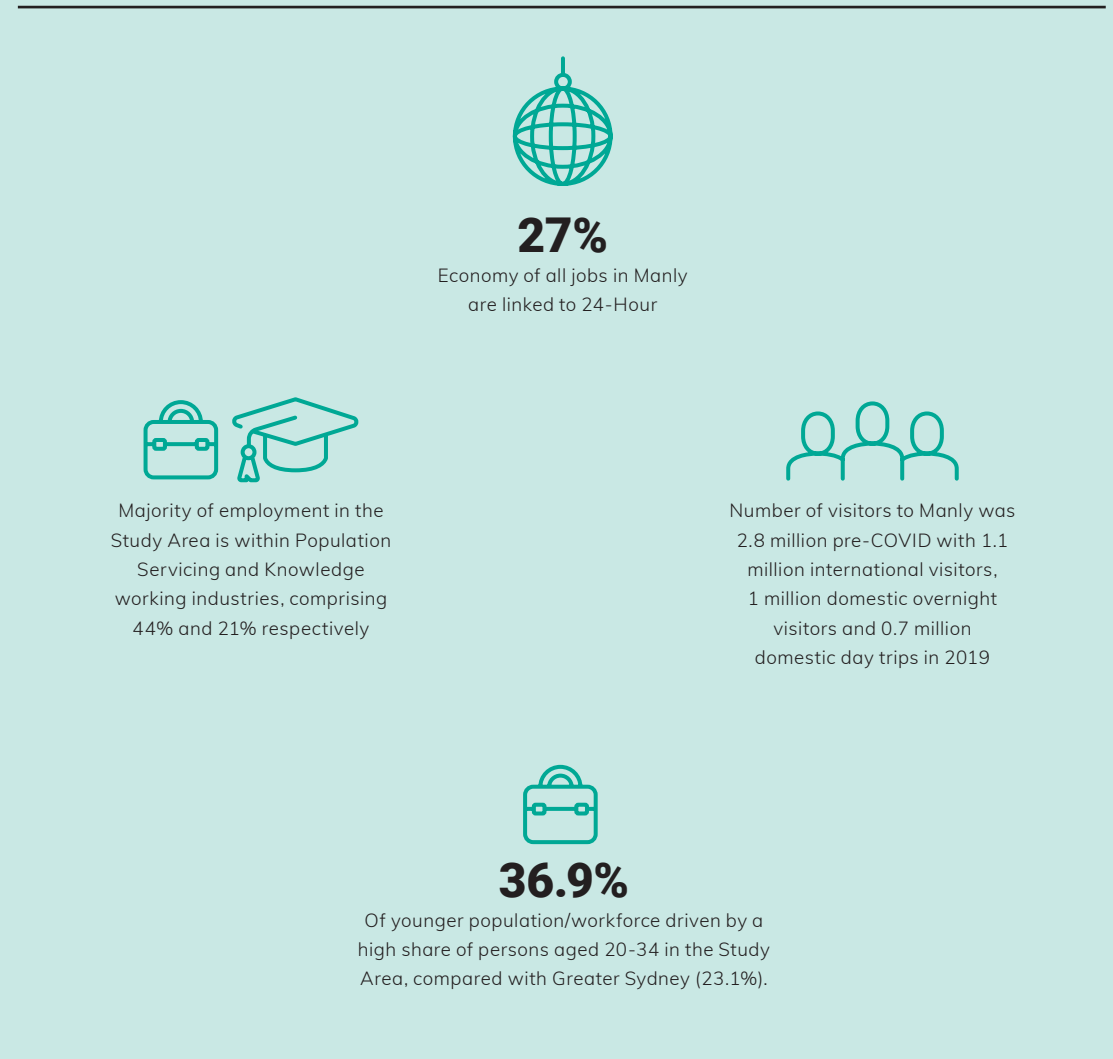
¹Northern Beaches Employment Study, SGS Economics for Northern Beaches Council (December 2019, page 74)

Manly has a thriving night-time economy supplemented by knowledge intensive uses near Manly Wharf. A strong and vibrant night-time economy has positive economic flow-on effects to other businesses and locality. The higher proportion of visitor expenditure recorded in Manly, compared to the Northern Beaches in 2021 (26 per cent and 17 per cent, respectively), reflects that Manly is a strong tourist and visitor attractor. A strong and vibrant NTE supports this sector, having positive economic flow on effects to other businesses and locality (HillPDA, 2022).

²Currently, Manly is the “only designated late-night entertainment precinct in the LGA.

²Source: Towards 2040 – Local Strategic Planning Statement 2020 (Northern Beaches Council 2020)

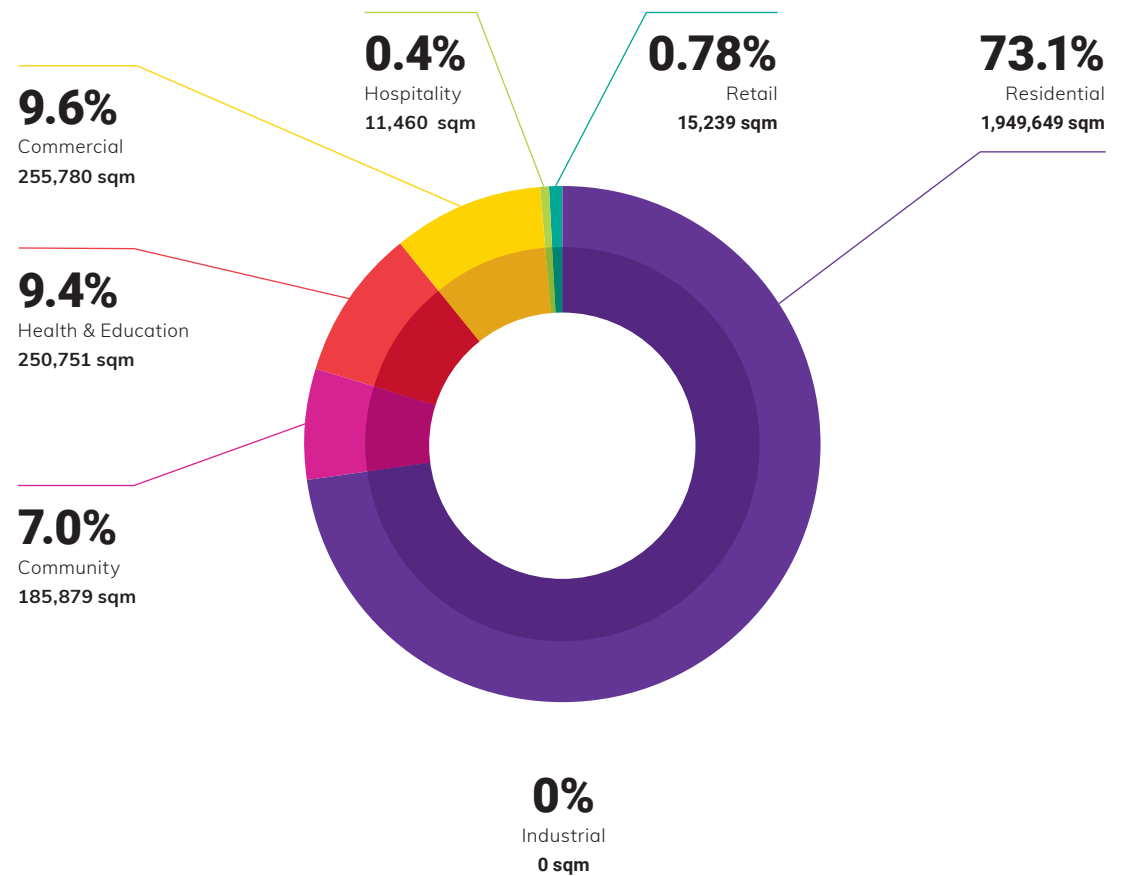
Figure 06



Currently, the range of land uses permitted in the Manly centre (including residential development) facilitates a diversified strategic centre. However this also has the potential to create tension within the Manly Centre. The challenge for this draft Place Plan is to develop a clear vision for Manly and balance competing land uses and expectations of all stakeholders (business owners and operators, residents and visitors).

Council's own Business on the Beaches Strategy recognises that improving the quality of public area provides inspiring spaces for innovation, promotes cultural identity of the Northern Beaches, and in turn, facilitates opportunity to increase the number of creative and cultural economy businesses and jobs.

Figure 07
Manly Estimated Land Use*



*Source: Northern Beaches Employment Study, 2019

Extent of the place plan study

Study area

The Study area of this place plan is the Manly centre. Its boundary is generally defined by land zoned E1 Local Centre under the Manly Local Environmental Plan 2013. We recognise that a large portion of the study area falls within the Manly Town Centre Heritage Conservation Area, and a small part of the northern section falls within the Pittwater Road Heritage Conservation Area, and anything proposed within these areas will need to consider the conservation areas and their significance.

Area of influence

There are a number of key sites that sit within and in the periphery of the study area being project-managed by others. The Place Plan project team acknowledge that anything proposed for these sites will have an impact and influence on the Manly centre. Specific sites with adopted strategies or approval for development have been accounted for in the development of the draft Place Plan.

Some sites are still being investigated and the recommendations for their development will be considered against My Place: Manly

1. Manly Town Hall investigation future adaptive reuse
2. Manly Surf Life Saving Club West
3. West Esplanade (Plan of Management)
4. Ivanhoe Park (Plan of Management and Landscape Masterplan)
5. Wharf 3 Upgrade by TfNSW
6. ICMS Office (consent granted 19 March 2020)
7. Royal Far West (consent granted 20 April 2022)
8. Former Manly Sea Life investigation by TfNSW
9. Northern Beaches Coast Walk

Legend

- Study area
- Zone of influence
- Heritage Conservation Area
- ⋯ Northern Beaches Coast Walk
- i Manly Visitor Information Centre

Figure 08

Manly Town Centre Heritage Conservation Area and surrounds



Definition of Night-Time Economy (NTE)

“The night-time economy includes all the commercial activity that takes place outside the traditional business day, across the evening (6pm-9pm), night time (9pm-2am), and late night (2am-6am). The range of industries involved in the NTE is diverse and broad, including core functions such as live music venues, restaurants, and bars; as well as supporting businesses including transport, retail, and accommodation services.”

Currently, Manly is the
“only designated late-
night entertainment
precinct in the LGA.”*

NSW Treasury (2020),
Sydney 24 Hour
Economy Strategy

*Towards 2040 - Local Strategic
Planning Statement 2020

Manly's night-time economy

Manly is an iconic location on the Northern Beaches and is an important tourism destination within Sydney.

It is a premier beach destination offering an eclectic mix of waterfront restaurants, bars and laneways bustling with cafes and independent traders. Its offering contributes to the local economy, culture, and community. It also makes Manly the only designated late-night precinct on the Northern Beaches (Destination Management Plan, 2021).

The (NTE) plays a vital role in positively contributing to the productivity, culture and liveability of every place on the Northern Beaches.

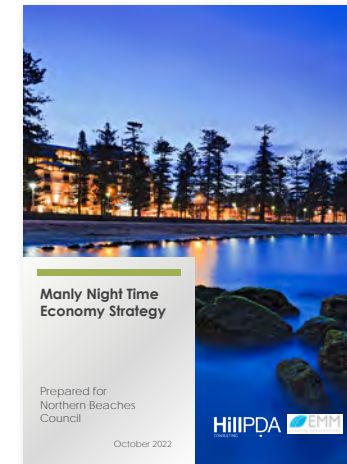


Figure 09



\$377 million

or 53% of all spending in Manly. Dining & Entertainment accounted for \$200 million or 59% of all NTE Spend in Manly in 2022. The concentration of accommodation and food and beverage within Manly would have positive flow on effects to the NTE (HillPDA, 2022)



58%

Of the 787 million in NTE Spend is attributed to dining and entertainment between July 2018 and March 2021



27%

Of all jobs in Manly are linked to the 24-Hour Economy



33%

Of total spend in in Manly 2022 being sourced from tourists and visitors



1 in 10

businesses (accommodation & food services) registered across the Northern Beaches located in Manly (HillPDA, 2022)



20%

Of all cafe/restaurant jobs in Northern Beaches are in Manly

To better understand the significance of a night-time economy for the Manly Centre, Council commissioned the Manly Night-Time Economy Strategy (HillPDA, Consulting, October 2022).

This report designates land use clusters (being those land uses seen to be compatible with each other) to identify any commonality in their distribution and linkages to other elements in the centre. In turn, the land use clusters map informed the development of the draft Place Plan and considered the diversification of night-time economy activities in the centre. Crucial to delivering a successful night-time economy are the following objectives:

- Support for local businesses, encourage live music and performing arts by enhancing the public domain to facilitate a safe and pleasant environment.
- Foster a vibrant and safe environment especially at night.
- Get 'buy-in' from all stakeholders that it is everyone's responsibility.

To do this, we have adopted the 'agent of change' approach which, on balance, is best practice globally, and is seen to be equitable and provides certainty for all users.

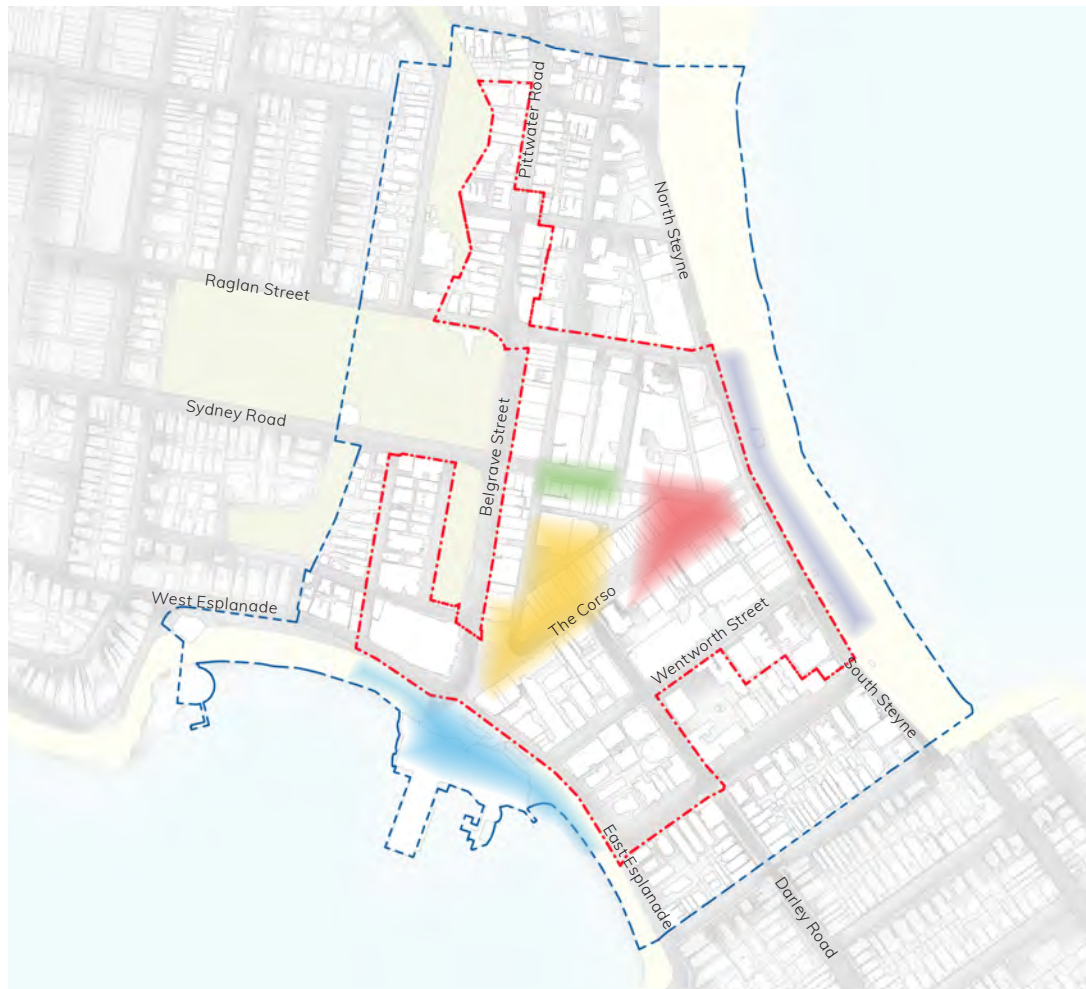
- o The 'agent of change' approach refers to the notion that each stakeholder is aware of the nature of night-time economy venues and events may affect their future and ongoing use and enjoyment of land due to operating hours, noise and other measures of these venues and events.
- o Each stakeholder is responsible for mitigating sounds it is receiving.
- o All stakeholders, business operators, residents and visitors will be aware of their obligations in contributing to a vibrant and safe night-time economy.

Principles towards a 24 hr economy

Council has developed a broad set of principles to guide us in considering a nighttime economy for all place-based investigations; assist in responding to antisocial behaviour; address tensions between conflicting land uses and create a range of activities and opportunities for all demographics. The principles for a 24-hr Economy in the Northern Beaches seek to balance the social and economic aspects of our places and positively impact all stakeholders; and assists in framing what the night-time economy could look like and guide us in improving our local economies.

In turn, these principles have been considered in the development of the Manly NTE Strategy.

Figure 10
Land Use Cluster Map



① Not to scale

LEGEND

 Study area

 Zone of influence

NTE Clusters from the NTE Strategy

 Corso East

 Corso West

 Manly Cove

 Ocean Beach

 Sydney Road

Principles



1. Foster a thriving and creative night-time economy reflecting local identity

Activate and improve public places to create comfortable, safe, and interesting places which encourage social interaction and productivity. This has informed the development of this Draft Place Plan.

The land use activity clusters will assist in enhancing activation, attracting particular businesses and managing community expectations while providing a focus for specific planning controls and requirements for developers and operators. Activity clusters with specific land uses for varying operating hours have been identified on the Land Use Activity Clusters Map.

The land use activity clusters were used to ascertain compatible land uses that may be co-located with opportunities for activations. Listing these land uses and activations is a way of managing expectations. Another way of managing community expectations will be development controls associated with land uses and buildings, and may include acoustic requirements for development.



2. Continue to build partnerships and capability for businesses and the community to deliver exciting and unique night-time experiences

Continue to build partnerships with the Manly Business Chamber and community groups and investigate opportunities for shared facilities, sponsorships, mentoring and other initiatives to support local businesses and boost innovation/productivity.

Adopt the Manly Night-time Strategy and implement the 'agent of change' approach that facilitates greater certainty for all stakeholders. This includes planning controls to implement land use clusters and acoustic requirements for buildings. The implementation of this strategy will provide certainty and consistency to all stakeholders where noise mitigation measures rest with each development in the Manly centre.



3. Encourage a diversity of night-time offerings catering to all demographic categories

Define the key places in Manly based on shared attributes and implement land use clusters to provide certainty for stakeholders and provide opportunities for a variety of compatible uses.

Council to develop a program of events to support local businesses and encourage additional family-friendly late afternoon and night-time activities. The program will span the calendar year and consider all key locations and public spaces.



4. Create a night-time economy that leverages and enhances natural beauty in the built environment

Provide flexible public spaces that complement identified land use clusters and enhance interaction with the environment. For example, The Corso East is the Northern Beaches' home of entertainment with live music, pubs, clubs, and bars. The Corso West provides a connection to culture

Figure 11

Example of potential acoustic requirements based on development type could be prepared in future

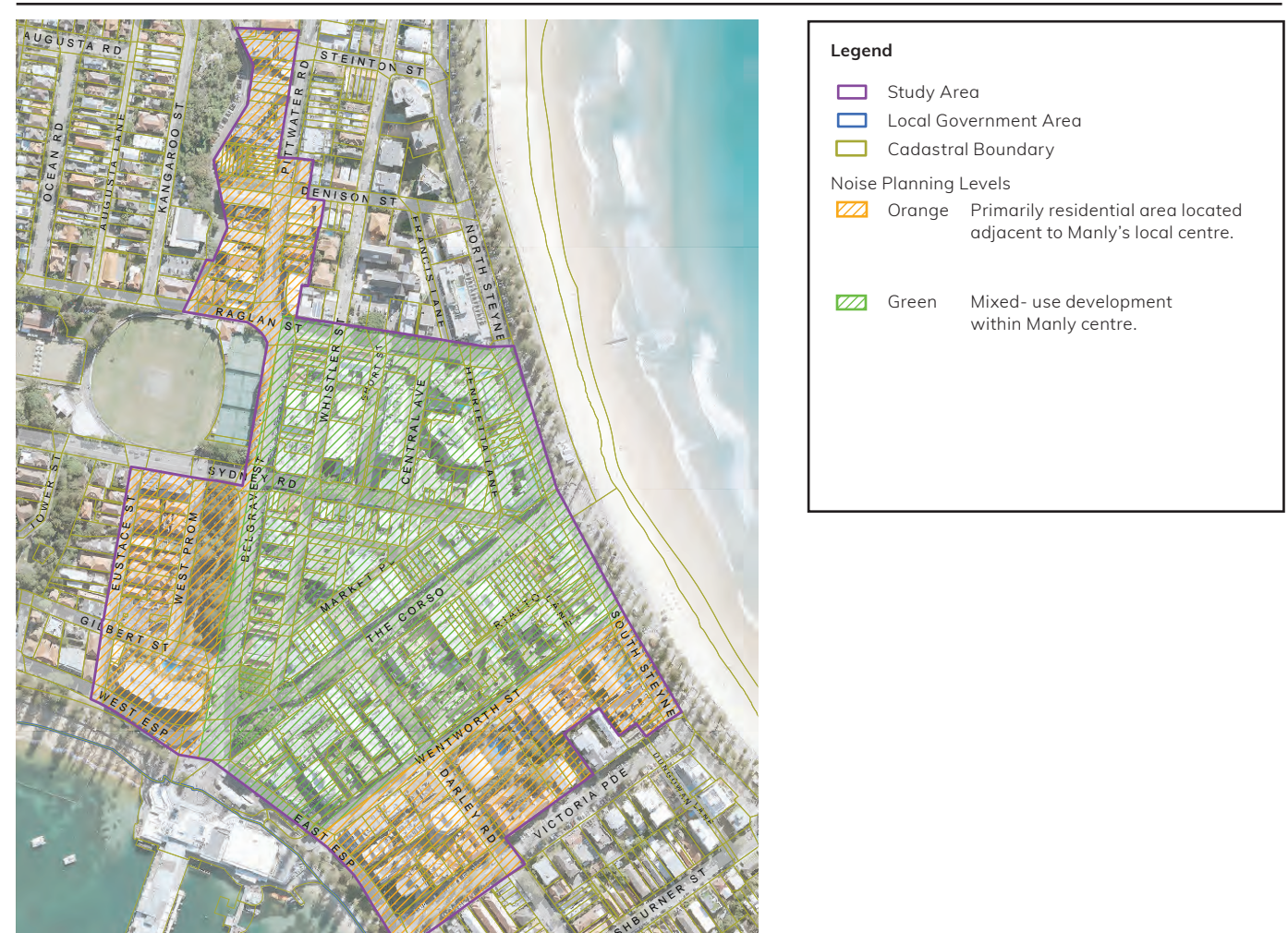
with its proximity to Manly Art Gallery and Town Hall. Activated public spaces in these areas must be compatible with the surrounding uses to support potential events, performances, and other temporary activities.



5. Support safe and accessible places that welcome locals, workers, and visitors

Incorporate Safer by Design principles into all public space activation and improvements.

Continue to implement alcohol-free zones in appropriate locations and times.

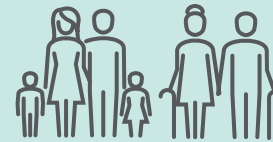


ⓘ Not to scale

Our community

Manly enjoys a strong sense of community with many active community groups, high rates of volunteering and a history of community-led arts and cultural programming. The following provides a snapshot of our community.

Figure 12
Community Snapshot



Population of 3,125 in the Study Area in 2021.



Majority of residents in the Study Area born overseas (51.4%), with 30.7% of residents born in other major English speaking countries.



Higher than average annual household income in the Study Area (\$123,070), compared to the Greater Sydney benchmark (\$92,200).



High proportion of population in the Manly centre are SINKs and DINKs (single income no kids, dual income no kids): 38.5% SINKs and 31.4% DINKs compared to the Greater Sydney Benchmark (22.2% and 23.3% respectively).



Limited population growth within the Study Area, only experiencing an increase of +190 residents over the period 2011 to 2021.



Lower proportion of population in the Manly centre over 65 years old (14.2%) compared with the Greater Sydney benchmark (15.2%).



Number of visitors to Manly was 2.8 million pre-COVID, with 1.1 million international visitors, 1 million domestic overnight visitors and 0.7 million domestic daytrips in 2019.



High proportion of younger population/workforce in the Study Area driven by a high share of persons aged 20-34 (36.9%), compared with the Greater Sydney benchmark (23.1%).



Smaller household size in the Study Area, the portion of group (9.4%) and lone person (36.6%) households are well above the Greater Sydney benchmarks (4.6% and 21.7% respectively).



High share of rented dwellings across the Study Area (63.3%), well above the Greater Sydney benchmark (35.1%).



Almost all homes in the Study Area are attached dwellings, flat, unit or apartments (94.3%). Semi-detached, terrace house or townhouse dwellings make up the balance.



Higher proportion of unoccupied private dwellings in the Manly centre (20.6%) compared with the Greater Sydney benchmark (7.9%).



Majority of employment in the Study Area is within Population Servicing and Knowledge working industries, comprising 44% and 21% respectively.

Our community's ideas for changes

Participants of the Placescore study conducted in 2018 were asked 'What is your small or big idea to improve your local Town Centre?'. Our community's responses have been summarised into five key themes.

Figure 13

Placescore study community response summary



31.5%

of people referred to a transport-related idea, which included increased car accessibility and parking (16.5%), facilitate active modes of transport (9%), scale down car accessibility and parking (7.5%), improve roads and traffic (4.5%) and increase public transport options (4.5%).



29.5%

of people referred to a streetscape design and beautification-related idea, which included more and/or better tree plantings and green spaces (11.5%), cleaner facilities, streets and places (11%), more and/or better public art and design (7%) and improve footpaths and pavements (3.5%).



20.5%

of people referred to an activation-related idea, which included more and/or better culture and art (8%), more and/or better places to play, gather and relax (5.5%), more and/or better evening and weekend activities (5%), more and/or better community activities (4%), more and/or better family friendly places and events (2.5%) and more and/or better markets (1%).



28%

of people referred to a private realm and businesses-related idea, which included more and/or better commercial diversity and local shops (20.5%), more and/or better restaurants, bars and cafes (6.5%) and less vacant shops and more upgrades (5%).



11%

of people referred to maintaining Manly's current form and identity, with either no change to the current form or identity of the centre.



Project Working Group
Source: Amanda Clarke



What we heard

Project Working Group
Source: Amanda Clarke



Community engagement

Community consultation is at the heart of My Place: Manly.

We undertook a range of virtual and in-person workshops with the Manly community to gain a clear understanding of their thoughts, passions and aspirations.

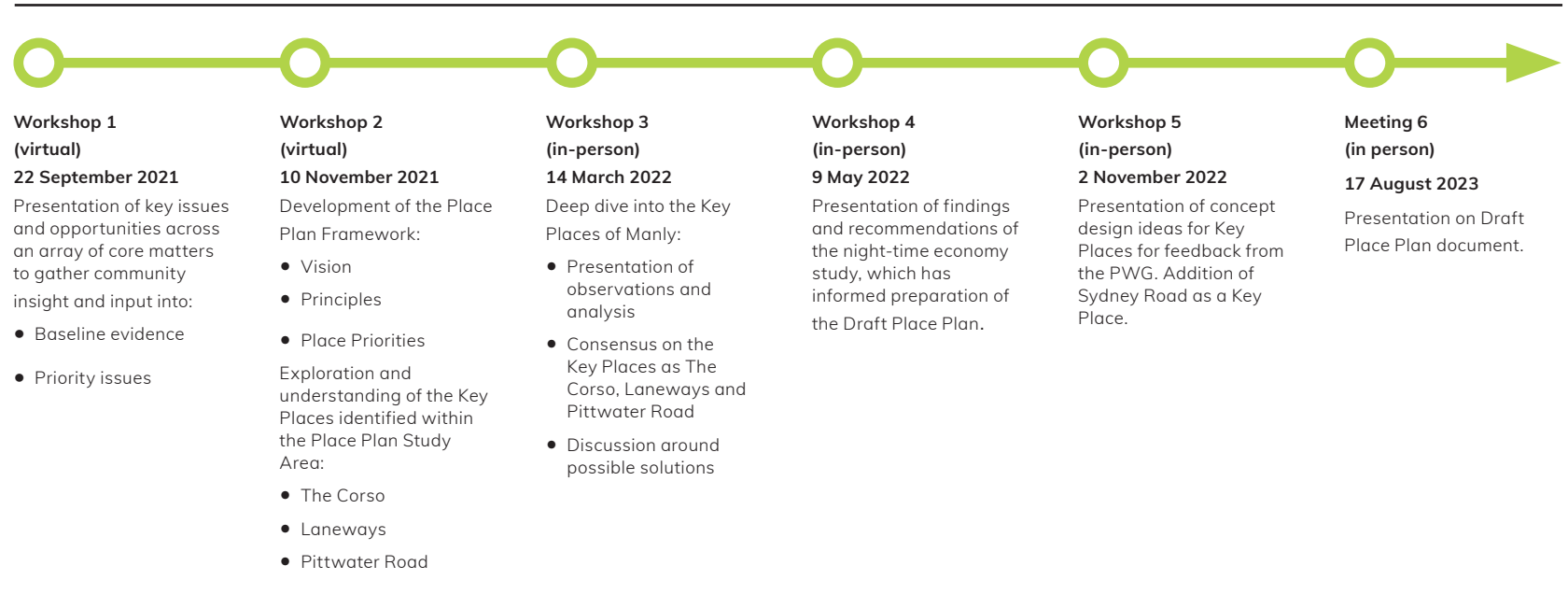
We established a Project Working Group (PWG), which represented a broad cross section of the Manly community who hold an intimate understanding of the area.

The PWG provided a forum for discussions between Council, our consultants and 15 representatives including residents, businesses, associations and representative bodies, and other special interest groups.

The PWG provided valuable insight and helped us to verify key issues, identify additional opportunities and further

develop ideas and solutions for the future of Manly. This engagement allowed the development of a framework for the Place Plan and enabled us to present a clear community vision for the future of Manly, supported by a series of principles and objectives, place priorities for each Key Place and actions to help realise the vision.

Figure 14
Manly Community workshops



Community vision for Manly

A community vision that builds on the current vision for Manly in Council's LSPS has been developed with the PWG.

This updated vision for Manly has informed the development of the Draft Place Plan and will guide decision making.

Current vision for Manly
(Priority 26 in Council's LSPS):
"Manly as Sydney's premier
seaside destination."

Updated vision for Manly:

"Manly is a thriving and welcoming coastal town centre, uniquely positioned between a world-class beach and harbour, with a vibrant local economy, attractive and functional public spaces and rich Aboriginal and European Heritage. A place of stunning natural beauty to live, work, play and holiday!"



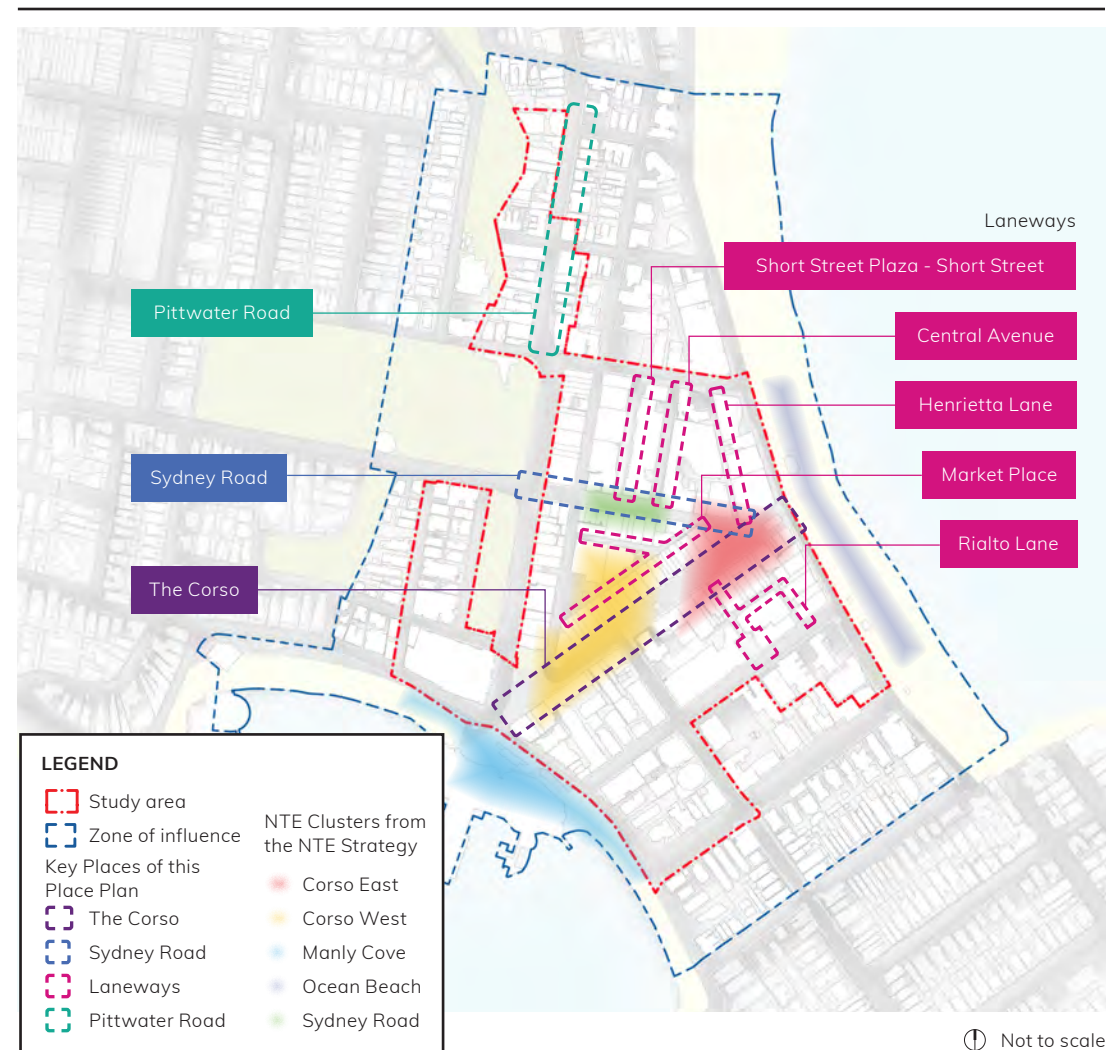
Key places of Manly

Following consultation with the PWG, four key places of Manly have been identified to be the focus of this place plan.

These places provide the opportunity to build on Manly's already vibrant character and help realise the community's vision for Manly. The four key places are: The Corso, Sydney Road, Laneways (Market Place, Rialto Lane particularly Rialto Square, Henrietta Lane, Central Avenue and Short Street Plaza - Short Street) and Pittwater Road.

The diagram on the right illustrates how these key places relate with the land use clusters outlined in Section 2.3. The definition of these clusters has been recommended to ensure a balanced approach to supporting the night-time economy while also managing the impacts of noise and disturbance in the Manly centre. Key uses and stakeholder for each of these cluster have been identified to assist in enhancing activation, attracting particular businesses and managing community expectations with the introduction of new planning controls and requirements.

Figure 15
Key Places of Manly



The role and functions of the key places

The vision for all key places in Manly is to create flexible and activated spaces year-round, highly regarded by the community and visitors as thriving and unique places.

The Corso – the heart of Manly

The Corso is the heart of Manly in a geographical and historical sense.

The Corso is a large space with different built forms and functions. In some sections, it should feel like Manly's main street with a buzz of activity and vitality and a diversity of uses and experiences. In other sections, it should feel like a town square where locals and visitors come together and socialise through events, eating, entertainment and to experience life in a beautiful and comfortable place.

To create this vision, we need to define and design spaces within The Corso to specifically encourage people to want to spend time being entertained, playing in family-friendly spaces and eating outdoors in clean and tidy designated spaces. These areas should allow easy pedestrian flow that encourages people to slow down and enjoy the atmosphere. Additional tree canopies that will provide more shade and help enhance people's comfort and enjoyment. By decluttering and re-designing some spaces, the community could enjoy more events and activities.

The Corso plays a vital role in the local night-time economy and should be a key consideration when planning and designing spaces for after-dark experiences. The intersection of The Corso and Sydney Road (defined as Corso East) is currently the centre of Manly's nightlife. This area is the home of entertainment, live music, pubs, clubs and bars, complete with a buzz of conversation, music, and activity.

The vision for Corso West is to become Manly's cultural home where visitors, looking to experience the Northern Beaches cultural capital, rush to theatres, cinemas, and music venues. Corso West would also host community facilities that bring creatives of all ages together. Manly Town Hall and Manly Plaza are the centre of Corso West, and their envisaged vibrancy encourages visitors and locals to find out what's going on. The surrounding cafes, restaurants and other businesses enjoy the presence of a new customer base at their doorstep.

Sydney Road – Manly's dining room

Sydney Road-Belgrave Road is the gateway into Manly coming from the west. It is the entry point for people walking through and enjoying the bustling atmosphere and also for cyclists who will get off their bicycles to explore Manly by foot.

Sydney Road is Manly's dining room. From Whistler Street east, Sydney Road is a pedestrianised space with cafes, restaurants and bars supplemented by arts and craft and fresh food markets on the weekend. It offers a casual yet vibrant atmosphere, perfect for visiting, socialising and eating. We aim to build on its existing 'eat street' character to transition into evening hours, capitalising on this thriving hub that leads into the laneways and The Corso.

Market Place – village vibes

Market Place is nestled within Whistler Street, The Corso and Sydney Road, is visited by tourists, locals, musicians and creatives and has a friendly village atmosphere. Manly Library anchors this space and is surrounded by cafes, restaurants and bars with outdoor dining.

Market Place has a electric energy and hosts community facilities that enable creatives and young people to engage and collaborate. It's a creative and edgy place that has a long history with locals and visitors. The space is known for its healthy and delicious food options, street art and buskers. Arts and creative businesses will also complement the well-established food and drinks businesses.

Currently, high rental prices are causing less interest from creative businesses to invest in the centre.

New signage offering directions and information together with improvements to the public domain will help make the space feel more enjoyable and safer.

Manly's Laneways – hidden gems

Manly offers an eclectic mix of vibrant evolving laneways that offer an array of shops, cafes and services. Tourists, locals, workers, foodies and bar connoisseurs all frequent Manly's laneways for a variety of reasons, day and night.

Short Street Plaza, Central Avenue and Henrietta Lane veer from Sydney Road - Manly's dining room.

Short Street Plaza west of Central Avenue is a pedestrian-only plaza with pockets of activation. Increasing active frontages for cafe dining with lighting and public art on blank walls, as well as amenity improvements, will result in a gradual transitional entry into Manly's eat street.

Mid-block along Sydney Road is Central Avenue. Fast becoming the 'health and wellness' cluster, Central Avenue is a two-way street servicing vehicles with direct access onto Raglan Street. Pedestrian amenity and safety along Central Avenue between Sydney Road and Raglan Street are improved by widening the footpaths and planting at specific locations.

Henrietta Lane is a 6m wide lane located at the eastern end of Sydney Road, and acts as a service lane for businesses fronting the beachfront. Art installations, including lighting and murals, will bring visual interest into this space.

Rialto Lane, connecting The Corso to Wentworth Street, balances cars, people, loading docks, services and waste collection. Public artwork to existing service areas will further enhance laneway character. It leads to another hidden gem, Rialto Square; a quaint public space with outdoor dining areas then onto Wentworth Street.

Pittwater Road

Pittwater Road is a 'gateway' into Manly when travelling by road. It needs to be welcoming, vibrant and effective in showcasing its historical built form. A sense of arrival should be created that reflects the essence of Manly – a celebrated coastal town with a unique modern vibrancy.

This section of Pittwater Road, from Carlton Street to Raglan Street, is a lively residential neighbourhood with a great mix of retail, a variety of food experiences and services such as gyms and hairdressers. There is opportunity to add more life, amenity and energy into this 'great place to live' that is within close proximity to world famous Manly Beach.

We'd like to slow down traffic, add safer pedestrian crossings and enhance the green amenity with new trees and raingardens. Outdoor dining would be encouraged to occur as a hybrid arrangement with parking areas. These streetscape improvements and activations will attract visitors, encourage residents to proudly enjoy their local street and will appeal to new businesses to add to retail mix.



South Steyne
Source: Salty Dingo



Our principles, objectives and actions



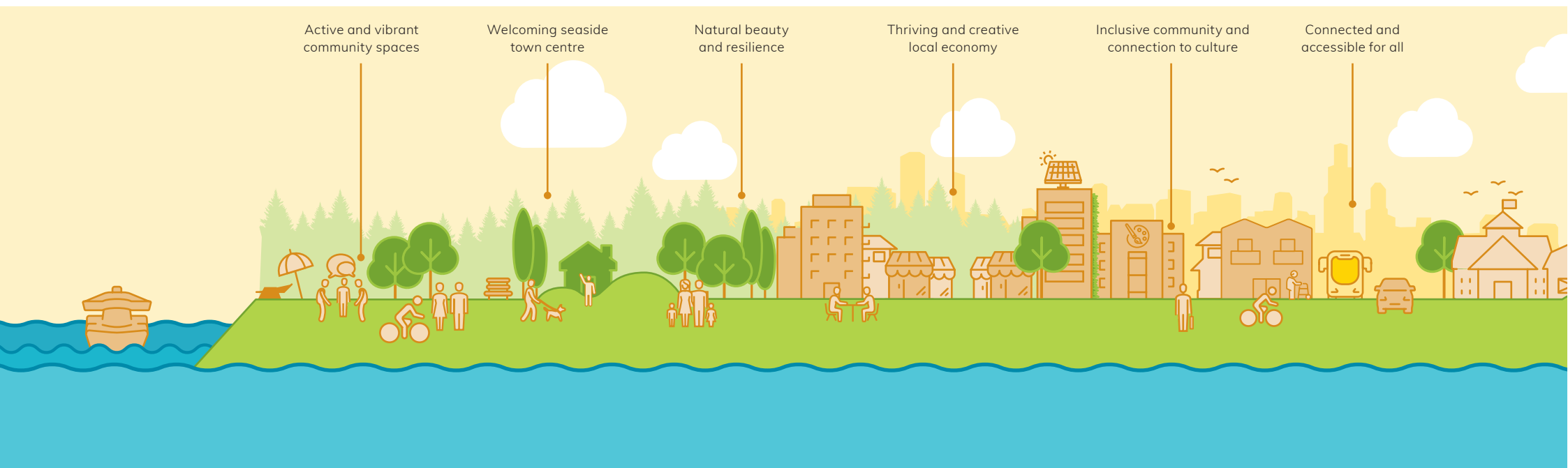
Our principles, objectives and actions

Six principles will guide the realisation of the community's vision for Manly.

Each principle is supported by a series of objectives that recommend actions to deliver the initiatives proposed by this Place Plan.

They include providing flexible spaces for a diverse range of activities such as spaces for people to meet and gather, as well as improving and enhancing the public domain to make spaces safer and more enjoyable to spend time in.

Figure 16
Manly Town Centre





Manly Corso
Source: Salty Dingo

Principle 1

Active and vibrant community spaces

Create adaptable, friendly and unique public spaces that foster interaction and expression.

Objectives

1. Improve the overall look and feel of Manly centre.
2. Create flexible public spaces that enhance community interaction.

Actions

1. Undertake audit of existing assets/ infrastructure including utilities, pipes, public art installations, signage, street furniture (bins, seating, bollards, trees, lighting etc) and public amenities.
2. Our public spaces should embrace sustainability concepts, be exemplary and biophilic design. They are designed and constructed with sustainability and safety in mind.
3. Future-proof the public spaces and servicing of these spaces to account for temporary/pop up events, seasonal and climatic conditions. This will enable efficiencies in rollout of event or seasonal infrastructure or temporary overlay (for example lighting, park and ride etc).
4. Our public spaces create opportunities for events and activities that are attractive to broader demographics.
5. Provide a range of ambient lighting within the Manly centre.
6. Investigate ways of reconfiguring the Whistler Street ground level car park to optimise pedestrian safety and visual amenity.
7. Encourage outdoor dining areas associated with an approved food and beverage premises to be suitably located so it creates vibrancy in Manly's streets and laneways.



Manly Town Hall
Source: Ethos Urban



Pop-up piano by Yantra de Vilder at Town Hall Square during Play Manly
Source: Salty Dingo



Space to gather and dwell on The Corso during Play Manly
Source: Salty Dingo



Market Place
Source: Karen Watson photography

Principle 2

Welcoming seaside town centre

Enhance Manly's distinctive seaside urbanity, characterised by energised laneways and excellent built form.

Objectives

1. Reinforce Manly's role as the premier visitor gateway to the Northern Beaches.
2. Positively shape Manly into a safe, easy to access centre with a range of experiences and services to suit all users.
3. Celebrate and preserve Manly's built form and landscape cultural heritage.

Actions

1. Continue discussions with Transport for NSW to explore opportunities to renew/enhance the plaza area at Manly Wharf and create a 'sense of arrival' to enhance the visitor arrival experience, in conjunction with Wharf 3 upgrade, redevelopment of the former Aquarium building, and Council's West Esplanade Heritage Activation Plan.
2. Explore opportunities for installation of gateway feature at the Sydney Road - Belgrave Street intersection and Pittwater Road at Carlton Street signifying these intersections as the gateways into Manly centre.
3. Create a sense of arrival in the forecourt of Manly Town Hall as people enter via this area into Manly Centre.
4. Develop a theme-based program for public art installations including light art, wall art or elements that reflect the coastal or historical setting and embrace sustainability concepts or biophilic design such as green walls. Suitable sites will be identified for the potential of such installations. The potential sites are to enhance visual interest particularly at locations where there is limited activation opportunity.
5. Explore opportunities to use light art installations at key laneway intersections to signify entry points into Manly's laneways.
6. Build on the audit of existing assets/ infrastructure and ensure a coordinated approach to upgrading assets such as signage for wayfinding, street furniture.
7. If required, review the waste collection and cleansing operations in line with the implementation of the 24- hour economy activities in the Manly centre.

8. Identify opportunities to balance visitor accommodation with housing for residents in Manly centre in line with Northern Beaches Destination Management Plan and NSW Government's short term rental accommodation framework.
9. Any public domain improvement is to be consistent with the Northern Beaches Public Space Vision and Design Guidelines for the Manly centre.
10. Preserve the low-scale historical architecture and fine grain pattern and maintain important historical view corridors such as towards the harbour and ocean. Develop specific style and character design guidelines.
11. Review development provisions to achieve a consistent treatment for awnings; and improve the streetscape and visual appearance of the built form by limiting advertising and signage on buildings.



Public art by Rachel Giddens along Rialto Lane
Source: Simone Franchi



Public art installation during Play Manly
Source: Salty Dingo



Greening of laneways Corso
Source: Salty Dingo



Existing outdoor dining in Market Place
Source: Salty Dingo

Principle 3

Natural beauty and resilience

Stewardship of the natural environment that protects and enhances the unique local ecosystem.

Objectives

1. Embrace Manly's iconic blue and green natural features and protect unique local ecosystems.
2. Increase the urban tree canopy and create quality green streets and public spaces.
3. Encourage and empower the community to embrace everyday green practices.

Actions

1. Promote events along Manly Cove/ at Manly beach and oceanfront that celebrate Manly's iconic beach setting and does not result in adverse environmental impact.
2. Finalise the Seaforth to Manly Flood Risk Management Study/Plan and if required, a detailed stormwater study for the Study Area and the surrounding Area of Influence.
3. Integrate landscape design with water and stormwater management.
4. Increase tree and vegetation planting in the design of public spaces to increase shading and increase utility and enjoyment of these spaces.
5. Incorporate sustainability outcomes, such as green architecture and biophilic design, into development approvals process where possible.
6. Integrate greenery and vegetation into buildings, laneways and car parks such as green laneways, green walls and roofs.
7. Explore opportunities for a public art trail that connects the Manly centre with its surrounding natural assets while promoting sustainability and resilience.
8. Encourage walking and cycling throughout the Manly centre (and its surrounds) to decrease greenhouse gas emissions.
9. Explore local composting options for food waste and organics to reduce waste generated and promote circular economy solutions.



Outdoor market by the cove during Play Manly
Source: Salty Dingo



Outdoor cinema by the cove during Play Manly
Source: Salty Dingo



Water sensitive urban design
Source: Water Sensitive Cities



Composting
Source: Tara Samuelson

Principle 4

Thriving and creative local economy

Provide a vibrant local economy which facilitates a diversity of experiences through the day and night, which make Manly an enviable place to live, work and play in.

Objectives

1. Build a diverse and resilient local economy that services and supports the needs of the local community first.
2. Embrace and build on Council's 'Business on the Beaches' economic development strategy and Manly's night-time economy strategy to support businesses and the local community.
3. Embrace and build on the focus of the Destination Northern Beaches Plan to strengthen supply, capacity and governance of tourism related assets.

Actions

1. Develop a program of events to support local business and encourage additional, family-friendly late afternoon and night-time activities.
2. Encourage unique and diverse retailers by working in collaboration with Manly Business Chamber to establish mentoring programs and initiatives to support local start-up businesses and local entrepreneurs.
3. Adopt the 'agent of change' approach in the implementation of the Manly nighttime economy strategy to improve certainty for businesses, residents, owners and creatives.
4. Undertake a trial period of late trading hours (from 10pm to 6am) for low impact land uses such as retail, health and wellness, food and drink premises of certain seating capacity (indoor and outdoor) and without a liquor licence (but not pubs).
5. Explore opportunities to commence a trial for late trading hours (from 10pm to 6am) at specific location(s).
6. Develop controls specifying acoustic requirements for development and may include preparation of a Noise Planning Level.
7. Work with Manly Business Chamber and businesses to run a 'Shop Local' campaign to highlight the importance of supporting local businesses.
8. Promote Manly to increase visitations and stays during the off-season and mid-week, particularly the winter months.
9. Investigate opportunities to facilitate a diverse range of land uses including office space, cultural/creativity activities and tourism-orientated development in the preparation of the new Local Environmental Plan for the Northern Beaches.



Outdoor stage on The Corso during Play Manly
Source: Salty Dingo



Pop-up activities along The Corso during Play Manly
Source: Salty Dingo



Family-friendly games along The Corso during Play Manly
Source: Salty Dingo



Smaller performances such as busking
Source: The Rocks



local business CRE8 with JAZ - Design & Print
Source: Karen Watson Photography



Art displays as temporary activation
Source: Ethos Urban

Principle 5

Inclusive community and connection to culture

Recognise Manly's significant built and landscape cultural heritage, acknowledging and respecting Indigenous heritage and supporting a cohesive and creative community.

Objectives

1. Embrace and build on the Connected Through Creativity 2029 Northern Beaches Art and Creativity Strategy
2. Celebrate and promote cultural places and acknowledge and recognise Indigenous culture and stories.
3. Consider the needs of conflicting users of Manly including local families, tourists, teenage visitors, night-time visitors and people of differing cultural backgrounds.

Actions

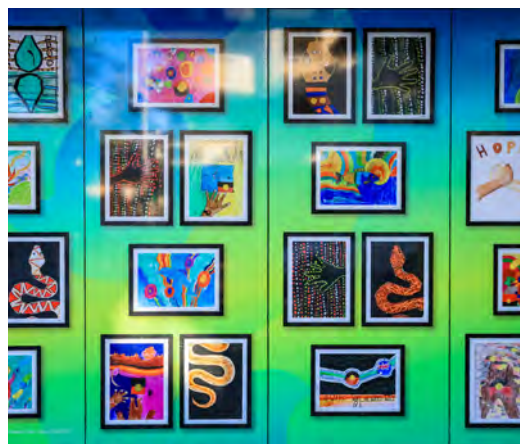
1. Undertake a review of public art assets in Manly.
2. In developing a program for public art that includes various forms, embraces sustainability concepts and biophilic design, and reflects local historical and coastal contexts, incorporate the following elements:
 - a. create a shortlist of locations for public art installations.
 - b. reinstating the 'Bend the Truth' sculpture by Michael Snape, 1996.
3. Celebrate and support Manly's creative community, in particular ideas relating to Indigenous messages.
4. Develop a cultural program for all-year activities in Manly to improve everyday amenity and attract visitation to core events and programs and provide opportunities for new events.
5. Extend on the Connected Through Creativity 2029 through a busker program to provide entertainment in designated areas of Manly centre.
6. Investigate heritage significance of the sandstone pylons at the beach end of The Corso with the view to reinstate/ restore these pylons.
7. Foster opportunities to celebrate the community's creativity through activation of the laneways, open spaces and vacant shops via installations, galleries, art boxes and pop ups.
8. Develop greater awareness of the 'agent of change' approach so that stakeholders are aware that the person developing their property is responsible for incorporating noise measures in the design and construction of their development.
9. Investigate opportunity for public art installations as permissible development that does not require development consent.



'Catch and Release' mural by Reubszz
at Donny's Bar in Market Place
Source: Salty Dingo



Manly Corso
Source: Karen Watson Photography



Artwork created by local public school children
displayed in vacant shop window
Source: Salty Dingo



Community art classes during PlayManly
Source: Salty Dingo

Principle 6

Connected and accessible for all

Connect the community to Manly and its iconic beach, bush and harbour, with a focus on sustainable modes of travel which improves movement for all.

Objectives

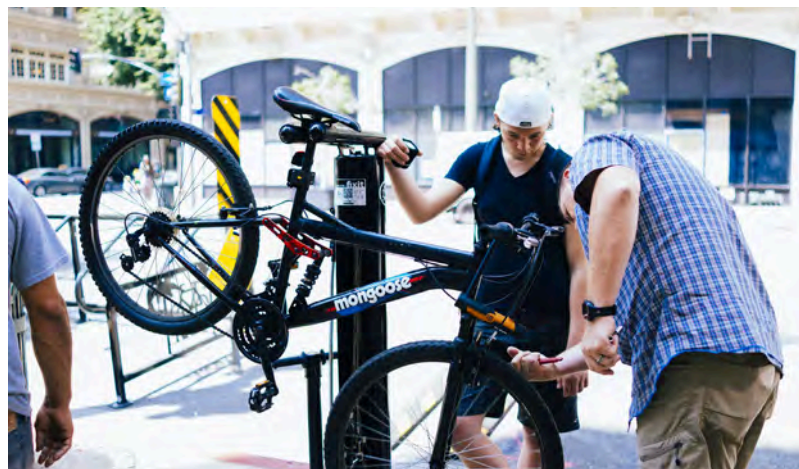
1. Prioritise people over cars by improving accessibility for all and increase walking and cycling opportunities to and within Manly centre.
2. Improve the functionality, safety and pedestrian experience in and adjacent the laneways, and along Pittwater Road from Raglan Street to Carlton Street.
3. Improve and increase bicycle parking spaces and associated facilities.
4. Improve public transport services into Manly, particularly outside of peak periods and on weekends to reduce reliance on private vehicles

Actions

1. Undertake a comprehensive Movement and Place Study to gain a holistic understanding of current and future requirements for public transport, active transport, private vehicles, parking, deliveries, services, waste collection and cleansing operations; including the feasibility of converting Henrietta Lane and Short Street to dedicated shared zones and option for a signalised intersection at Pittwater Road and Carlton Street.
2. Review current and future on-street parking requirements along Pittwater Road (from Raglan Street to Carlton Street) to inform suitable locations for footpath widening, kerb build-outs, parklets and rain gardens as indicated in the proposed design concepts in this Place Plan.
3. Continue to collaborate with Transport for NSW to optimise public transport routes and improve amenity and frequency of services.
4. Continue to advocate to Transport for NSW to retain the iconic Freshwater Class Manly Ferry.
5. Explore opportunities for shuttle bus services to better manage parking and accessibility between Manly and the Northern Beaches.
6. Transition a section of the existing bicycle paths on the promenade along North and South Steyne to a shared zone to create a safer environment for pedestrians when crossing from The Corso towards the beach.
7. Ensure that all new major public domain works proposed for Manly are universally accessible and inclusive for all, in line with Focus Area 2 - Creating Liveable Communities, outlined in Council's Disability Inclusion Action Plan 2022-2026.



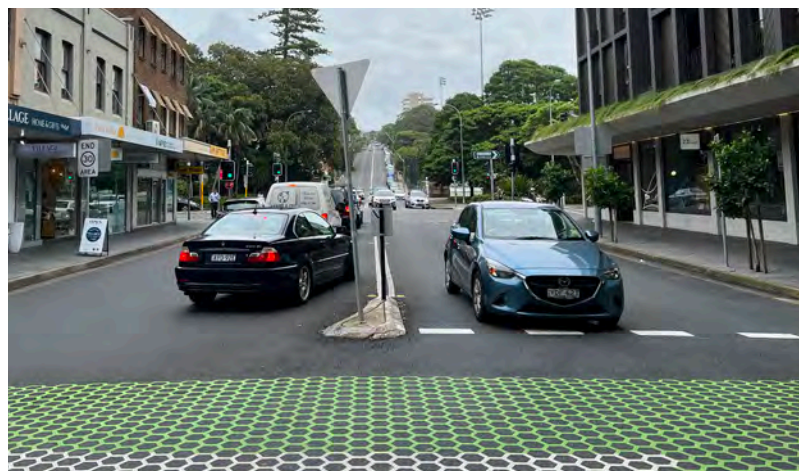
Shared zone
Source: Gehl Architects



Bicycle repair station
Source: LADOT



Bicycle path along North and South Steyne
Source: Ethos Urban



Sydney Road and Whistler Street intersection
Source: Ethos Urban



Concept design ideas for the key places



Positioning of key places within the Manly centre

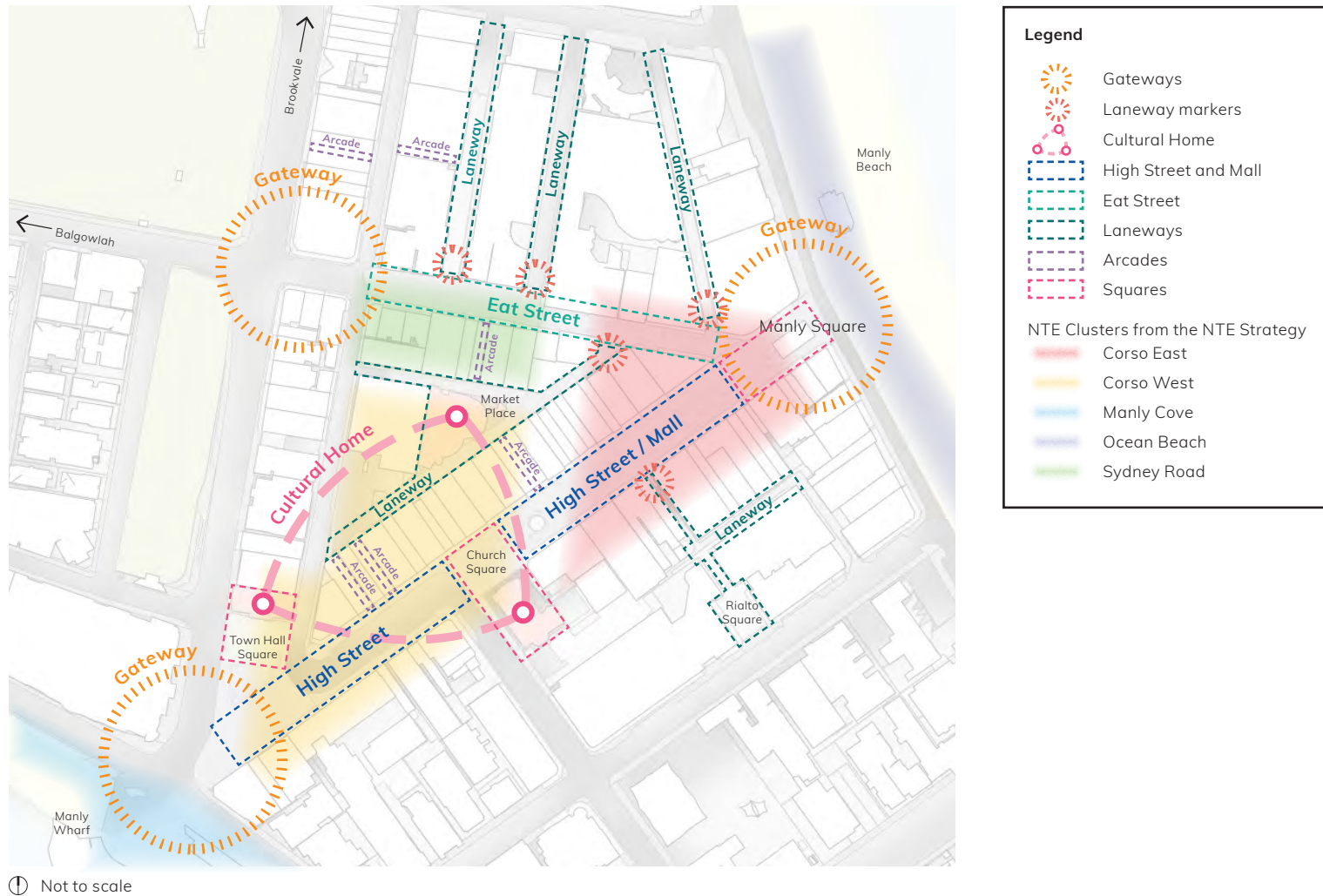
Before developing concept design ideas for the key places (The Corso, Sydney Road, Laneways and Pittwater Road), it is prudent to recognise that they are closely interlinked with other parts of the Manly centre.

The key places and the surrounding public spaces are characteristically and typologically different from one another. They each have a function and role to play that collectively make Manly the unique place that it is today and is detailed in Section 3.3. This is particularly true in the Manly centre, where the existing fine-grain character of the centre lends itself to being highly connected via a network of laneways and arcades.

We have grouped these places into the following character areas based on their shared attributes:

- Gateways
- Cultural Home
- High Street and Corso East (The Corso)
- Eat Street (Sydney Road)
- Laneways
- Laneway markers
- Arcades
- Squares
- Pittwater Road

Figure 17
Character areas within the Manly centre



Gateways

There are three 'Gateways' surrounding the Manly centre.

Manly Wharf to the south-west is the first point of contact welcoming visitors to Manly.

The Sydney Road and Belgrave Street intersection signifies the entry into the Manly centre when approaching from Balgowlah to the west. Pittwater Road heading southwards provides a transition from residential into the commercial activities for Manly. A key focus of this Place Plan is to enhance the Sydney Road and the Pittwater Road gateways and frame these edges of the centre.

Cultural Home (Corso West)

A key priority of this Place Plan is to create a 'Cultural Home' for Manly that is centered around the potential renewal of Manly Town Hall. Together with St Matthews Church, Manly Town Hall, Manly Court House and Police Station these buildings and their adjoining open spaces form synergies that anchor Manly's cultural, civic, and community uses.

High Street and Corso East

The Corso functions as a 'High Street' that connects Manly Cove/ Wharf and the beach. Its south-western end is very much a typical high street with retail frontages lining both sides of a vehicular street, whereas its north-eastern end is a pedestrian-only mall extension of this high street typology.

A focused reconfiguration of the north-eastern end, known as Corso East, will encourage a mix of activities and provide spaces for people to dwell, gather as a community and enjoy events and performances.

Eat Street

Sydney Road is seen as Manly's 'Eat Street' and is home to a variety of restaurants with outdoor dining under the shade of established trees, creating a pleasant space to dine and dwell in. Its existing character will be retained and enhanced as part of this Place Plan.

Laneways

Off to the sides of The Corso and Sydney Road are the laneways of Manly, where smaller and more intimate pockets of activity can be found. Improvements to prioritise pedestrian safety and amenity will build upon the unique characteristics of these laneways.

Laneway Markers

There is an opportunity for this Place Plan to introduce visual markers that signal entry points to the adjoining laneways. These markers could be in the form of light art installations that establish visual identities unique to each laneway.

Arcades

A series of arcades exemplify the fine-grain character of the Manly centre. These arcades currently provide and will continue to provide important through-site connections that link The Corso with Market Place and Sydney Road.

Squares

The introduction of new squares along The Corso will assist in spatially defining it while complementing the existing Town Hall Square. The new Church Square and Manly Square will provide flexible, open spaces that can support a range of uses.

Rialto Square

Accessible from Rialto Lane or Wentworth Street, Rialto Square and pockets of Rialto Lane offers a hidden oasis for locals and visitors. This hidden gem avails itself for increased activation that balances the servicing arrangement in Rialto Lane and the needs of residents that overlook Rialto Square.

Pittwater Road Neighbourhood (Pittwater Road)

While situated away from the intense activity of the Manly centre, Pittwater Road provides a range of amenity and services for local residents and plays an important role in connecting Manly with Brookvale to the north. This Place Plan seeks to prioritise pedestrian safety and amenity along a particular section of Pittwater Road and create a sense of arrival into Manly.



Source: Karen Watson Photography

The Corso

The Corso is Manly's iconic high street, connecting the cove and the world-famous Manly Beach.

It is multi-layered and complex in its typology, with its south-western portion functioning like a road with lanes for cars and bikes and its north-eastern portion being a pedestrian-only mall. In addition, it operates very differently throughout the year. It is extremely busy in summer but is relatively under-utilised in winter. These layers make it difficult to achieve consistent activation year-round, particularly along the mall portion of The Corso.

To achieve a main street with activities and diversity of user experiences, the following place priorities for The Corso are identified:

- Create flexible spaces to facilitate large gatherings, pop-ups and everyday activities for locals and visitors to increase dwell time along The Corso.
- Create an integrated 'Cultural Home' centered around Manly Town Hall by implementing adaptive reuse investigations and encouraging ancillary uses.
- Tell a story of heritage in The Corso of both an Indigenous and European nature via preserved built form and landscape, interpretive signage and public art.
- Provide directional signage as part of the entrance into Manly centre and useful signage in The Corso for public amenities and essential services.
- Improve urban tree canopy along the Corso with appropriate tree species that create shade and ambience while being resilient and aesthetically pleasing.
- Protect and retain the heritage trees.
- Promote opportunities in The Corso for public art and displays which celebrate Manly's cultural heritage and natural environment.
- Ensure there is a clear access path from Manly Wharf to Manly Beach for the full length of The Corso for all pedestrians including those with mobility limitations.
- Provide a safe environment for people to gather and sight-see, particularly with pedestrians' and cyclists' tendencies to travel fast at the beach end of The Corso.
- Investigate the opportunities for a new structure and gathering point at east end of The Corso providing a much-needed all-weather outdoor performance space.



Source: Karen Watson Photography

Key moves for The Corso

In response to our guiding principles and place priorities, particularly around increasing activity and dwell time along The Corso, the following key moves have been established to inform the potential reconfiguration of The Corso:



Maintain smooth pedestrian flow

Ensure that pedestrian movement is not impeded by any new permanent structures or trees along both sides of The Corso, taking care to avoid designing only for 'event-mode' in summer.



Retain key movement and gathering nodes

Keep these areas free of any new permanent structures or trees to retain the current Town Hall Square and to create a new 'Manly Square'.



Celebrate significance of -existing fig trees

Keep area around existing fig trees free from any new permanent structures that may detract from their significance.



Acknowledge the heritage significance of

Existing Canary Island Date Palms
Ensure that these trees, originally planted along The Corso in 1928, are retained while allowing the flexibility for them to be relocated elsewhere on The Corso if required.



Celebrate built form heritage

Keep area in front of St Matthews Manly free from any new permanent structures or trees and create a new 'Church Square'.



Introduce a new multi-purpose performance and gathering space

Provide an architecturally-designed structure/building that anchors the north-eastern end of The Corso.



Acknowledge the Manly Town Centre Heritage Conservation Area

Ensure that due consideration is given to the Heritage Conservation Area that The Corso sits within.

Figure 18
Key moves for The Corso



① Not to scale

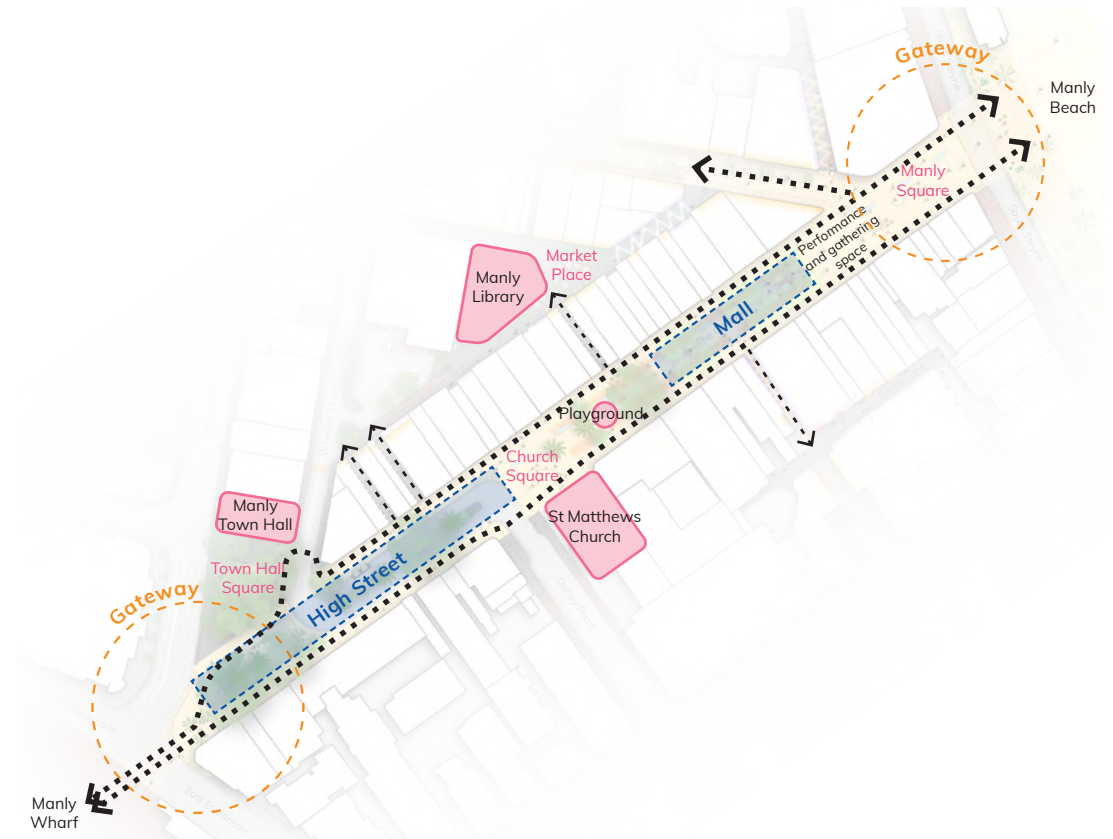
Spatial definition of The Corso

To help give definition to the types of activity that may occur on different parts of The Corso, portions of The Corso are spatially defined by different clusters of activity.

The south-western portion of The Corso is defined by Manly Wharf on one end and St Matthews Church, the new Church Square and the existing playground on the other end. This length of The Corso functions as a typical high street.

On the other side of the playground lies the north-eastern portion of The Corso, which functions as the pedestrian-only mall extension of the high street typology. The proposed performance and gathering space sits in the middle and signifies the transition towards the new Manly Square and Manly Beach.

Figure 19
Spatial definition of The Corso



ⓘ Not to scale

Concept design idea for The Corso

1. **Retain existing high street character** - No change proposed for the south-western end of The Corso. Existing carriageway compresses pedestrian activity along shopfronts and vehicular movement provides passive surveillance after dark
2. **Retain and celebrate significance of existing fig trees** - Ensure that no new permanent structures are constructed around them.
3. **Relocate four existing Canary Island Date Palms on The Corso** - Two to be relocated to near the existing playground and be clustered with two other existing Canary Island Date Palms in this location. Two to be relocated to near the existing Manly War Memorial at the south-western end of The Corso.

4. **Retain existing playground and water play fountains.**
5. **Activity zones** - Dedicated zones on both sides of The Corso that provide space for a range of activities including outdoor dining, seating, public litter bins, phone booths, water play, smaller performances and pop-ups under the shade of new trees.
6. **Provide new trees to replace existing Cabbage Palm Trees** to increase shading in the proposed activity zones. Select tree species will be subject to future detailed design.
7. **Replacing the existing John Speight Stage, with a multi purpose performance and gathering space.** Consider the existing stage as fit-for-purpose over the short-term as there may be opportunity to have a performance space and still allow for circulation around it.

In the longer term, the existing stage may be replaced with a new multi-purpose performance and gathering space anchoring the north-eastern end of The Corso.

The location and design of the new performance space will be dependent on opportunity for vista to the beach.

The view to Manly beach is retained with an open all weather structure that includes integrated tiered seating and flexible performance space.

This option will need to consider the Manly Town Centre Heritage Conservation Area as well as their adjacencies with existing heritage buildings along The Corso.

8. **Manly Square** - Open space for larger events and performances in front of relocated stage structure requires the relocation of existing sculpture to new activity zones on either side of The Corso.

10. **Town Hall Square** - No physical change proposed in front of the Manly Town Hall. The future reuse and renewal of the Manly Town Hall is the subject of separate investigations (currently underway).
11. **Key circulation nodes** - Open spaces with no permanent structures so as to not impede pedestrian circulation between The Corso, adjoining lanes, arcades and streets.
12. **Transition a section of the existing bicycle paths on the promenade along North and South Steyne to a shared zone** to create a safer environment for pedestrians when crossing from The Corso towards the beach, with consideration to the locations of the four existing historical pillars.
13. **Feature art crossings at both ends of The Corso** - Opportunity to create feature pedestrian crossings integrated with public art that is uniquely Manly.
14. **Provide a consistent awning treatment that is sympathetic to the quality of The Corso's streetscape within the Manly Town Centre Conservation Area.**
15. **Introduce a new LEP clause specifically for signage on The Corso** to ensure that signage, including advertisements and real estate signs, are sympathetic to the quality of The Corso's streetscape within the Manly Town Centre Conservation Area and seek to replace or remove any existing non-compliant signage over time.

Figure 20
Concept design idea for The Corso



① Not to scale

Movement along The Corso

The Corso will need to be able to support heavy foot traffic in summer and during large events such as the Manly Jazz Festival.

However, it is crucial that The Corso is not designed to be in 'event-mode' only as this would result in being an expansive space lacking activity and an intensity of use for most of the year.

To balance movement and activity, the concept design proposes the following zones for The Corso:

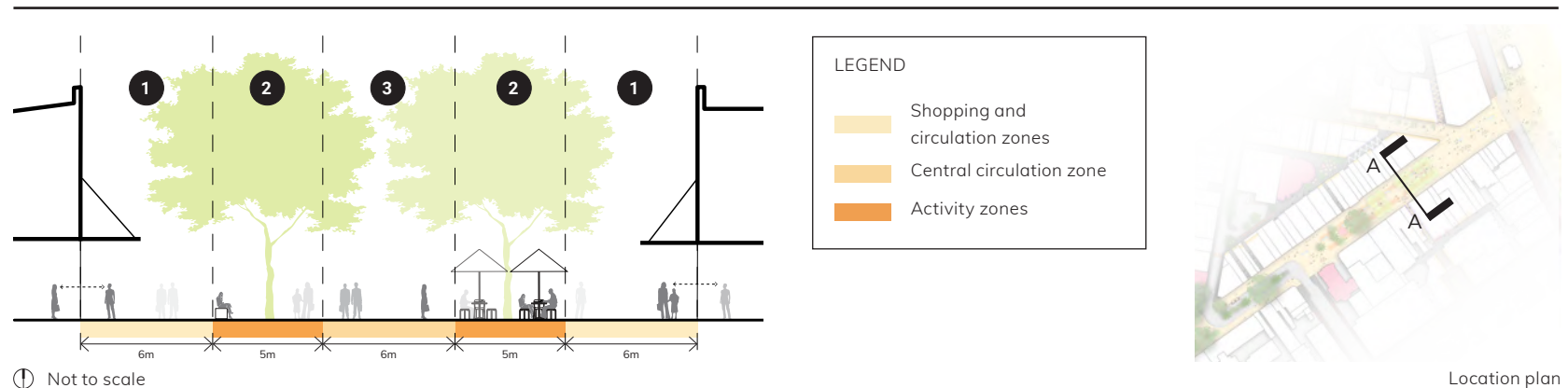
1. Shopping and circulation zones -

Circulation space compressed to 6m on both sides of The Corso to encourage interaction with shopfronts while still allowing for movement between the cove and the ocean. This zone will also be used by maintenance vehicles for waste management and cleansing services along The Corso.

2. Activity zones - 5m wide flexible zones on both sides of The Corso that provide space for a range of activities including outdoor dining, seating, public litter bins, phone booths, water play, smaller performances and pop-ups under the shade of new trees.

3. Central circulation zone - 6m wide circulation space with no new structures in between the activity zones, connecting the existing playground with the new performance and gathering space. This unobstructed zone also allows for movement between the shopfronts and activity zones on either side of The Corso.

Figure 21
Section A-A: Various zones across The Corso





Compressed circulation space that encourages interaction with shopfronts at the south-western end of The Corso while still allowing movement exemplifies how this can be extended to the north-eastern end of The Corso
Source: Ethos Urban



Dedicated activity zones provide space for a range of activities under the shade of trees
Source: Tony Caro Architecture



Central circulation zone that is free of permanent structures and allows for movement between shopfronts on either side of the mall
Source: Peter Bennetts

Activity zones along The Corso

Dedicated activity zones will reduce visual clutter along The Corso by consolidating existing infrastructure with new infrastructure and flexible spaces that can facilitate a range of activities, including:

1. Flexible performance spaces -

Open spaces within activity zones that can cater for smaller, informal performances such as busking.

2. Pop-ups - Flexible spaces for smaller pop-up events and market stalls.

3. Outdoor dining - 5m wide activity zone provides sufficient space for two rows of outdoor dining (the furniture is not delivered by Council) under the shade of new trees.

4. Water play - Retention of existing water play fountains within the activity zones.

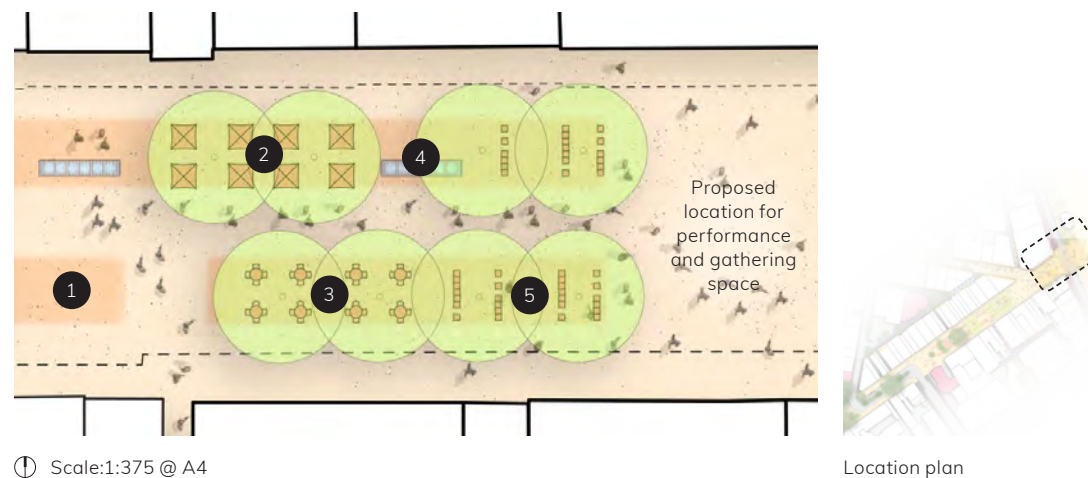
5. Spaces to dwell - Street furniture under the shade of new trees provide spaces to gather and dwell.

6. Supporting infrastructure - Public litter bins, new power outlets and other infrastructure consolidated in the activity zones.

The activity zones provide a flexible framework that can be adjusted to suit the needs of adjacent retail tenancies. Spaces for outdoor dining could be provided where there are food and beverage offerings nearby. Street furniture and other infrastructure can be located elsewhere in the activity zone.

Curation of the activity zones will need to be undertaken in co-ordination with the future detailed design of The Corso.

Figure 23
Indicative configuration of proposed activity zones





Outdoor stage on The Corso during Play Manly
Source: Salty Dingo



Pop-ups and market stalls
Source: Rundle Mall



Existing water fountains
Source: Weekend Notes



Outdoor dining
Source: Daily Telegraph

Performance and gathering space

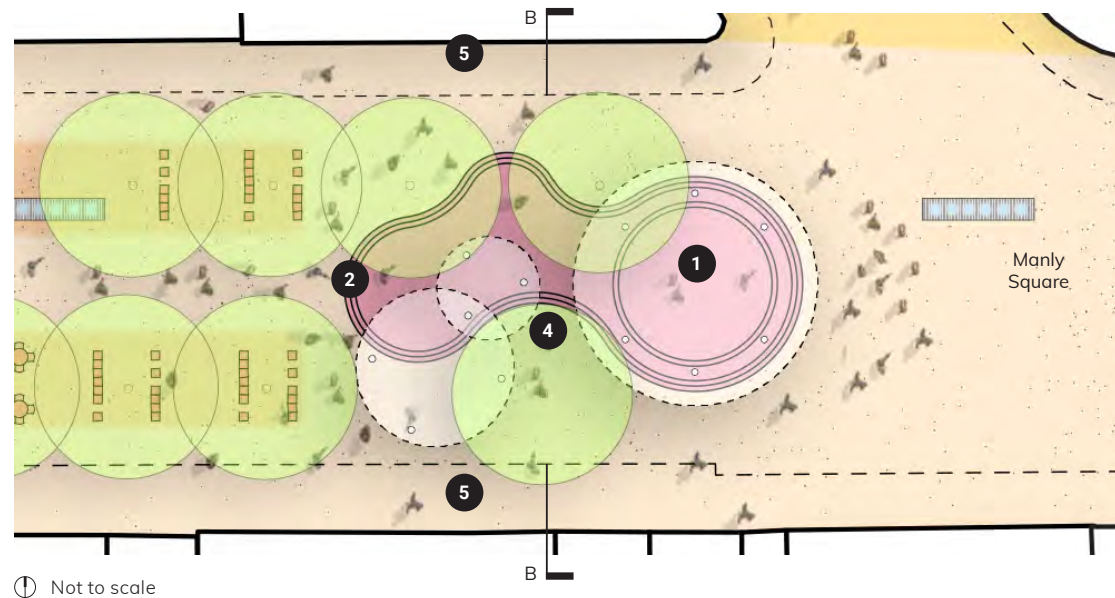
The Corso Canopy will provide an open and all-weather gathering space that is also flexible and can be utilised for a range of other activities such as live music and performances.

The concept design for this structure is illustrative only and will be subject to further investigations and design development, including consultation with the relevant stakeholders to ensure that this structure is able to meet event and operational requirements.

As a guide, the design of this structure should as a minimum:

1. Provide a permanent outdoor performance space that is sheltered from the elements.
2. Provide space for seating to encourage people to meet, gather and dwell on The Corso.

Figure 24
Plan of the Corso Canopy

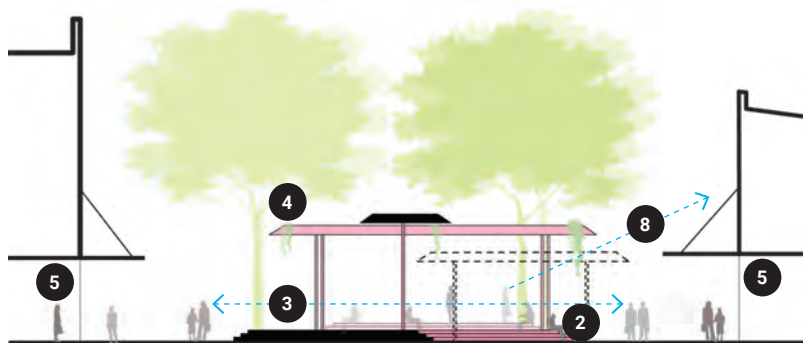


Location plan

3. Be generally open in nature so as to not obstruct sight lines and present safety concerns after dark.
4. Explore ways of integrating trees, vegetation and supporting infrastructure such as lighting, wayfinding signage and power outlets.
5. Consider its interface with existing building entries, utility services and conduits.
6. Consider curtilages to existing buildings along The Corso. To reinforce the open nature of the Corso Canopy, its roof structure should also be designed with consideration to the following:
 7. Overlapping tree cover and permanent roof structures at various heights that provide sufficient shelter where required.
 8. Roof structures that are spaced apart, similar to how the proposed trees are spaced apart, to allow for casual views of the built form facades along The Corso.

Figure 25

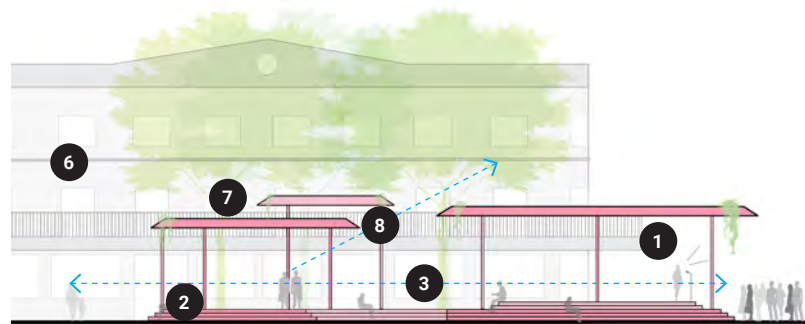
Section B-B: Cross section through The Corso and the Corso Canopy



① Scale 1:250 @ A4

Figure 26

South-east elevation of the Corso Canopy



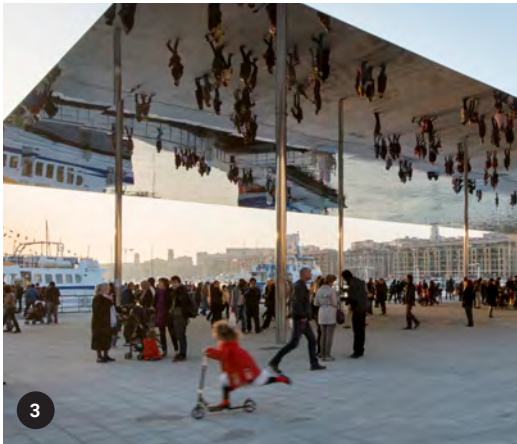
① Scale 1:250 @ A4



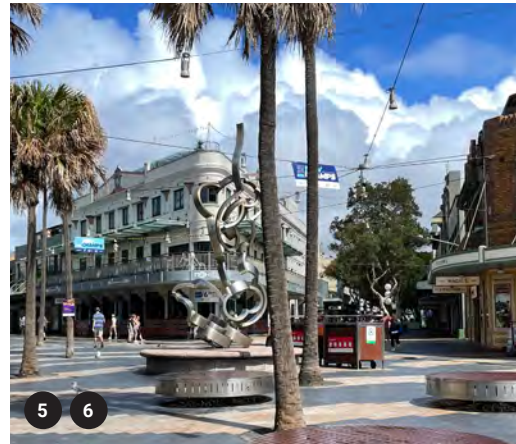
1
Sculpture element offering shaded seating and gathering.
By Studio Chris Fox (The Carriage works Eveleigh NSW).
Source: Liza Cordoba



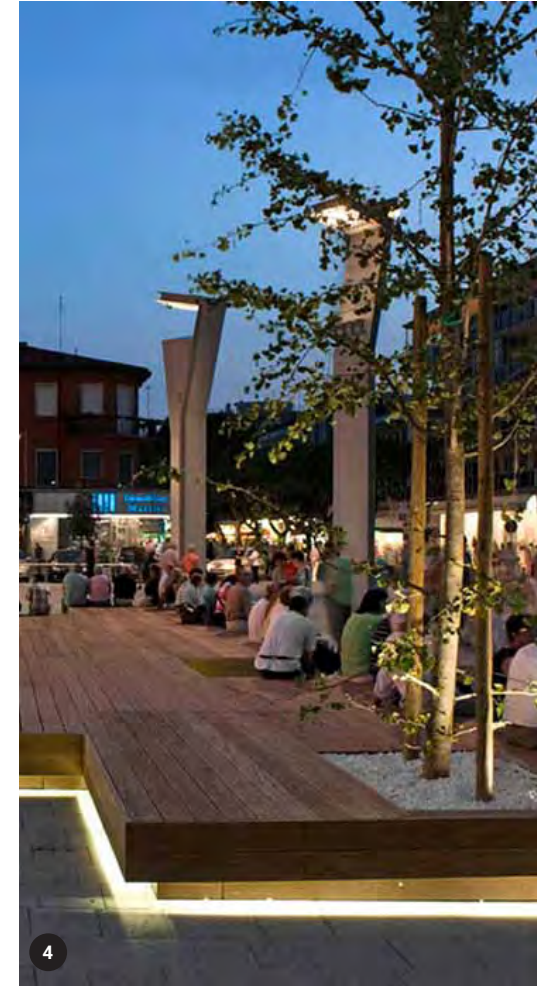
2
Spaces to gather and dwell
Source: Aspect Studios



3
Open in nature so as to not obstruct sight lines
Source: ArchDaily



5 6
Consider interface with existing
buildings and heritage curtilages
Source: Ethos Urban



4
Integrated trees, lighting and seating.
Source: Landezine



Artistic Impressions: Mark Gerada

Sydney Road

Sydney Road is seen as Manly's 'Dining Room' that branches off The Corso.

Existing tenancies along its eastern end (between Central Avenue and The Corso) include local cafes and eateries with designated outdoor dining areas supplemented by arts & craft and fresh food markets on weekends. It provides a more intimate and relaxed outdoor dining setting as compared to the high-level of activity along The Corso, with slower foot traffic that segways into the adjoining laneway network allowing for a casual yet vibrant atmosphere perfect for socializing and eating. The western end of Sydney Road has a unique spatial character as it is shaded well by four existing fig trees - a huge natural asset for this part of Manly. It is currently underutilised despite it presenting itself as the gateway into Manly from the west.

Improving the edge condition in this part of Sydney Road to emphasise the sense of arrival into the Manly centre from the and building on Sydney Road's 'eat street' character are primary for this Key Place as well as these Place Priorities:

- Emphasise its role as an anchor that leads to the adjoining laneways.
- Provide casual seating under the existing fig trees.



Sydney Road
Source: Ethos Urban



Sydney Road
Source: Karen Watson Photography



Sydney Road
Source: Ethos Urban



Sydney Road
Source: Ethos Urban



Sydney Road
Source: Karen Watson Photography



Sydney Road
Source: Karen Watson Photography

Concept design idea for Sydney Road

1. **Widen footpaths and build-out kerbs at the Sydney Road and Belgrave Street intersection and along the eastern side of Belgrave Street** to improve pedestrian amenity and extend the centre entrance from Whistler Street to Belgrave Street.
2. **Provide new large trees on the widened footpaths along the eastern side of Belgrave Street to frame the gateway entry into Manly and improve pedestrian amenity along Belgrave Street.** This natural visual marker builds upon the prominence of the existing fig trees on the pedestrian-only portion of Sydney Road.
3. **Widen footpath along the southern side of Sydney Road** to allow sufficient space to accommodate new trees.
4. **Provide new large trees on both sides of Sydney Road between Belgrave Street and Whistler Street** to frame sight lines down Sydney Road towards the existing fig trees to the east.
5. **Extend existing road stencil treatment or provide new road art between Belgrave Street and Whistler Street** to emphasise the sense of arrival into the Manly centre, while improving pedestrian safety and amenity.
6. **Provide planting on existing pedestrian refuge and median strips** along Sydney Road to soften the hardscape of the Sydney Road and Belgrave Street intersection.
7. **Provide public art on the facades of 57 Sydney Road to create a visual marker at this corner of Sydney Road and Belgrave Street.**
8. **Retain existing outdoor dining and encourage more outdoor dining along the eastern end of Sydney Road** to build on its 'Eat Street' character.
9. **Provide new lighting / light art to illuminate existing fig trees** to celebrate the significance of these natural assets on Sydney Road.
10. **Investigate opportunities for casual gathering and shared dining spaces under the existing fig trees at the western end of Sydney Road** that differentiates itself from the eastern end of Sydney Road.
11. **Consolidate supporting infrastructure in co-ordination with the new casual gathering and shared dining spaces**, including public litter bins, CCTV and light posts.
12. **Provide light art at intersections with adjoining laneways** as a wayfinding device that signifies the entryway into the laneways.
13. **Updated granite paving around Ivanhoe Park and Gilbert Park** as per the adopted Ivanhoe Park Landscape Masterplan (separate to this Place Plan).

Figure 29
Concept design idea for Sydney Road



Scale 1:1,500 @ A3



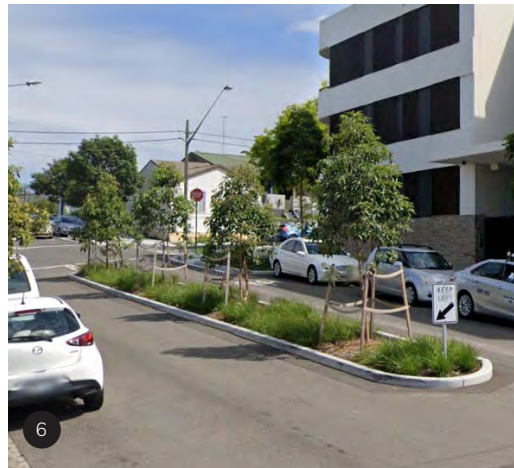
Large trees used as natural visual markers
Source: Google Maps



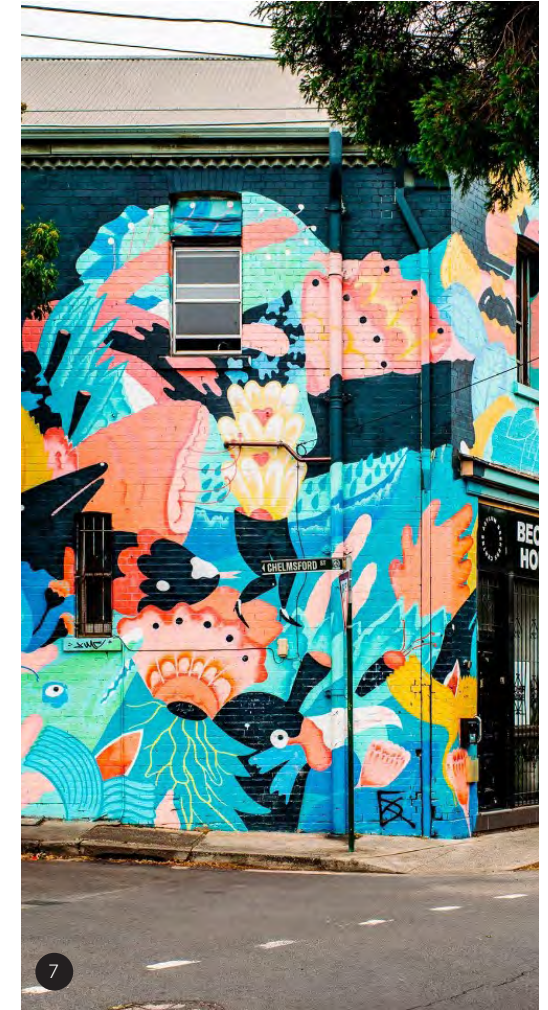
Road art
Source: Dezeen



Light art projection on fig tree as part of Vivid Sydney
Source: Ample Projects



Planting on median strips
Source: Google Maps



Public art on building as a visual marker. Artist: JUMBOist
Source: The Culture Trip



Artistic Impressions: Mark Gerada

Sydney Road East - 'Formal' outdoor dining

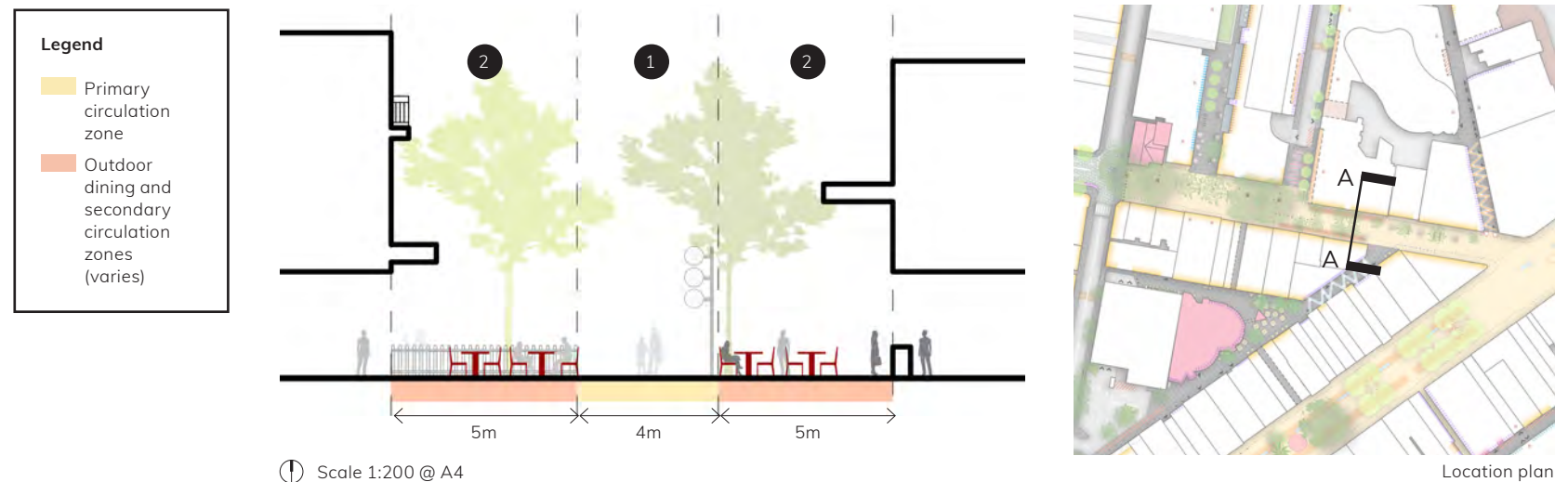
The concept design proposes to retain the existing character along the eastern end of Sydney Road and encourage more outdoor dining here to build upon its 'Eat Street' character.

1. Primary circulation zone - 4m wide circulation zone that runs along the middle of this end of Sydney Road, free of any permanent structures.

2. Activity and secondary circulation zones - 5m wide zones on both sides that provide designated areas for an activity zone such as outdoor dining area or secondary circulation zone where an activity zone is not present. This can also be interchangeable with pop-ups under the shade of existing trees.

Figure 30

Section A-A: Various zones across the eastern end of Sydney Road



Sydney Road West - Casual communal gathering

The concept design proposes to extend the existing 'Eat Street' character into the western end where its spatial character is defined by the heavy canopy of four existing fig trees.

The concept design capitalises on this natural asset and introduces street furniture under the fig trees that provide

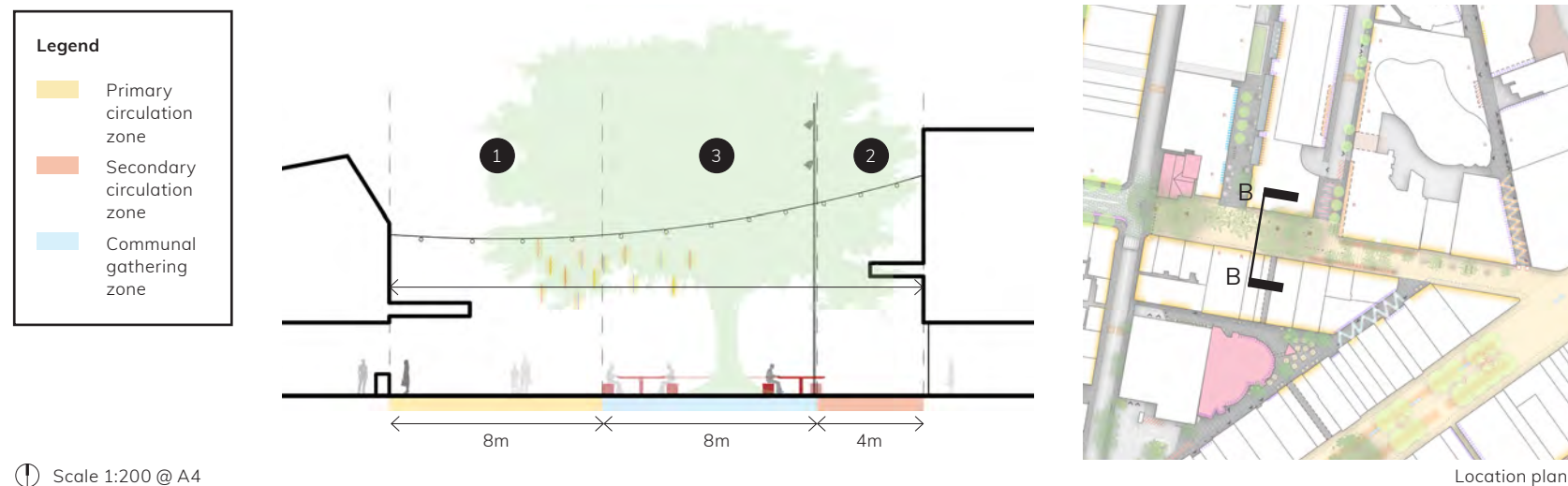
opportunities for casual interactions and is a more intimate gathering space.

1. Primary circulation zone - 8m wide zone on the southern side of this end of Sydney Road.
2. Secondary circulation zone - 4m zone on the northern side of this end of Sydney Road that provides a more compressed space between the communal gathering zone and the shopfronts.

3. Communal gathering zone - 8m zone under the canopy of the existing fig trees with area set aside for communal use.

The combination of community services and hospitality creates a vibrant and active space with fine-grain cafes, restaurants and bars lining the edges and plenty of outdoor dining in the centre of the square.

Figure 31
Section B-B: Various zones across the western end of Sydney Road



Market Place

Market Place forms an integral part of Manly's 'Cultural Home' and has been a focal point of the community for decades.

While Market Place is an active Space, people have to navigate uneven paving, bollards, wheelie bins, delivery and garbage trucks. The existing Manly Library external fire stairs, fences to the licensed areas as well as old signage and street lighting limit activity and flexibility of uses in the centre of Market Place. Furthermore, the area in front of the Whistler Street carpark building prioritises vehicles, making it unsafe for pedestrians walking through this area.

Building on its already vibrant and fine-grain character, the Place Priorities for Market Place are:

- Manly Library is the primary anchor for Market Place that fosters a creative environment.
- Investigate option of removing library fire stairs.
- Investigate opportunity to reinstate 'Bend the Truth' sculpture (Michael Snape, 1996) in an appropriate location.



Market Place
Source: Ethos Urban



Market Place
Source: Karen Watson Photography



Market Place
Source: Ethos Urban



Market Place
Source: Karen Watson Photography



Market Place
Source: Karen Watson Photography

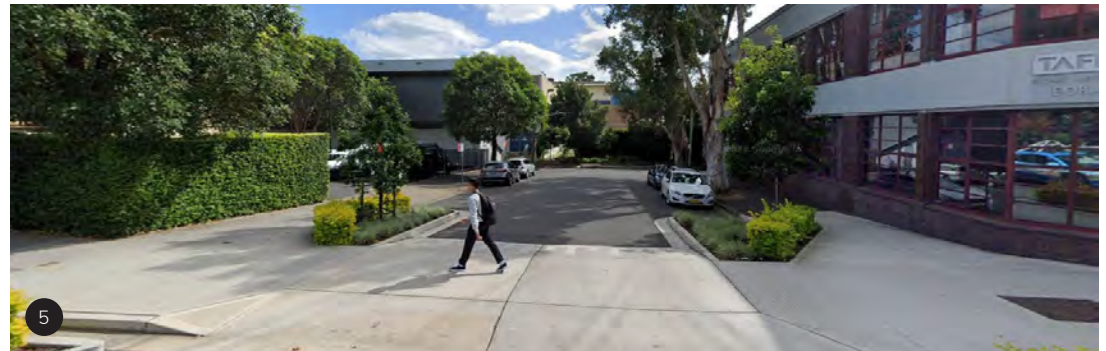


Market Place
Source: Karen Watson Photography

Concept design idea for Market

Place (short-term)

1. Update paving around the library to be consistent with surrounding granite paving.
2. Consider the provision of continuous awnings to provide shade and shelter from the elements without impeding service and operational requirements.
3. Explore opportunities for more public art such as murals on blank walls and along the edges of the Manly Library.
4. Provide light art at Sydney Road intersection as a wayfinding device that signifies the entryway into Market Place.
5. Provide new raised footpaths along Whistler Street to prioritise pedestrian movement while still allowing vehicles to exit the car park to Whistler Street.
6. Raise and pave existing loading zones with revised bollards to improve pedestrian safety and amenity.
7. Make existing parklet permanent by widening existing footpath.
8. Investigate opportunities for activations/ events in Manly Library at night-time complementary to enlivening Market Place.



Raised and continuous footpath
Source: Google Maps



Paved loading zone to match footpath paving
Source: Ethos Urban

Figure 32
Concept design idea for Market Place (short-term)



Concept design idea for Market Place (long-term)

In addition to the proposed short-term improvements, the following recommendations are proposed for the long-term:

1. Explore opportunities to remove existing fire stairs outside the library.
2. Explore opportunities to renew or refurbish Manly Library, re-examine usage of current facilities and their interface with Market Place and investigate opportunities for activation events at night.
3. Consider the replacement of existing trees for a single, large and iconic tree such as a Jacaranda to better define the visual character of Market Place.
4. Consider the feasibility of using loose furniture designed specifically for Market Place to further strengthen its visual identity while also allowing promoting a flexibility of use.
5. Review and simplify bollard operations in co-ordination with the recommended review of the movement operations.



Existing external fire stairs
Source: Ethos Urban



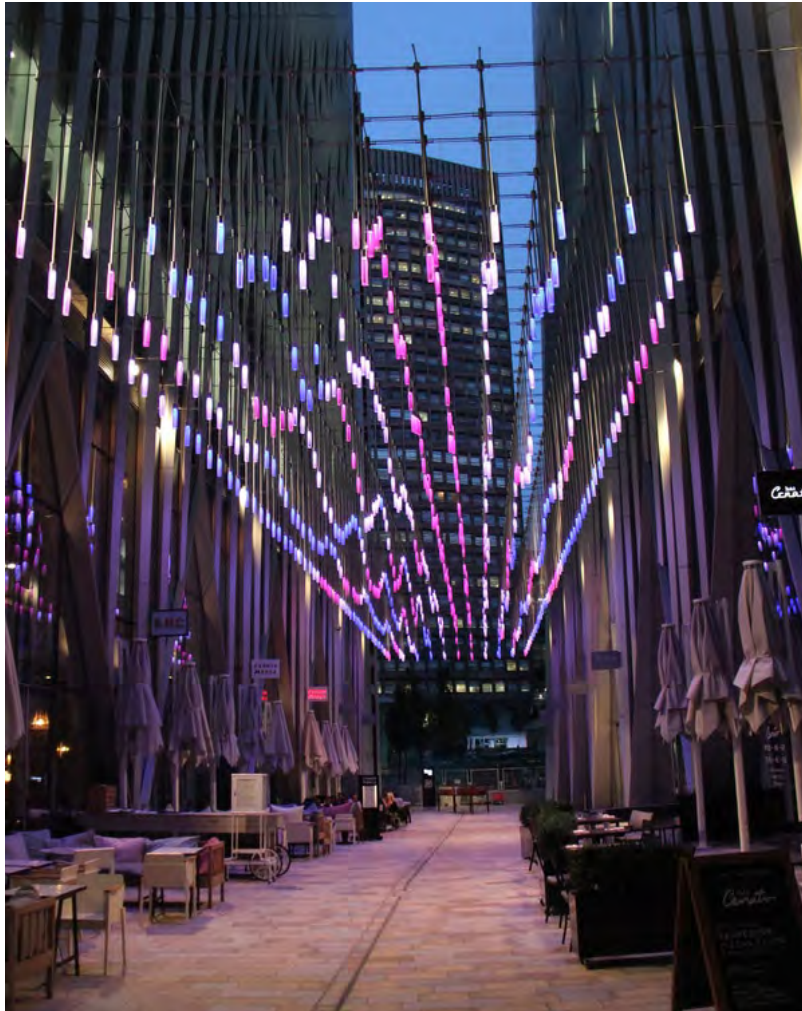
Potential library renewal
Source: Studio Hollenstein



Jacaranda trees provide a distinct visual character
Source: Destination NSW

Figure 33
Concept design idea for Market Place (long-term)





Light art by Carl Stahl Architecture to signalise entryway into laneway
Source: Christine Jakob



Consistent granite paving
Source: Ethos Urban



Public art mural opportunities. Artist: Sophi Odling
Source: Concrete Playground



Artistic Impressions: Mark Gerada

Rialto Lane and Rialto Square

Rialto Lane is a place with enormous functional requirements and pressures, balancing people, cars, loading docks, servicing and waste collection.

Changes to the eastern part of Rialto Lane will also be limited due to loading zones and ingress/egress of parking areas.

Rialto Lane leads to another hidden gem, Rialto Square. This quaint public space provides outdoor dining areas for the adjoining restaurants and cafes.

Activation in Rialto Lane occurs from its entrance at The Corso and along the northern edge of the laneway, and has benefited from the bespoke design solutions of the built form to create safe and attractive spaces for people in the lane. The southern edge of the laneway performs the servicing requirements of the Peninsula development.

The Place Priorities at this location include:

- Prioritise day time activation over night time activation to ensure residents are not at a disadvantage.

Rialto Lane

- Provide light art at The Corso intersection as a wayfinding device that signifies the entryway into Rialto Lane.
- Promote screening to existing service areas to add fine grain laneway character.
- Explore new options for waste management to free up the backs of buildings to provide additional opportunities for activation for the local cafes.

Rialto Square

- Outdoor dining areas are assigned to specific tenancies at ground level of Rialto Square, based on Development Consent DA0443/02.
- Explore opportunities for new trees at Rialto Square to provide shade without impacting the space available for outdoor dining, and along Wentworth Street to improve streetscape and pedestrian amenity.



Rialto Square
Source: Karen Watson Photography



Rialto Lane
Source: Karen Watson Photography



Rollers Bakehouse, Rialto Lane
Source: Ethos Urban



Rialto Lane
Source: Ethos Urban



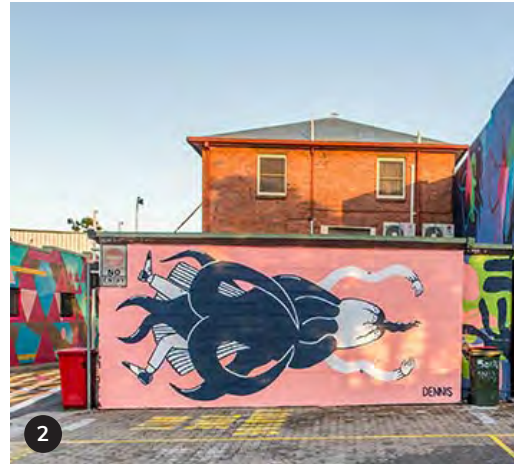
Rialto Square
Source: Karen Watson Photography



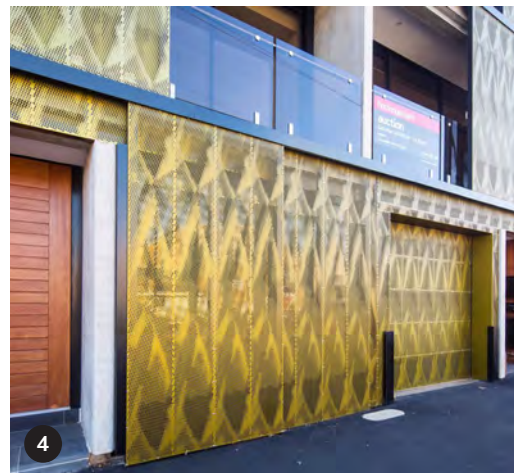
Rialto Lane
Source: Ethos Urban

Concept design idea for Rialto Lane

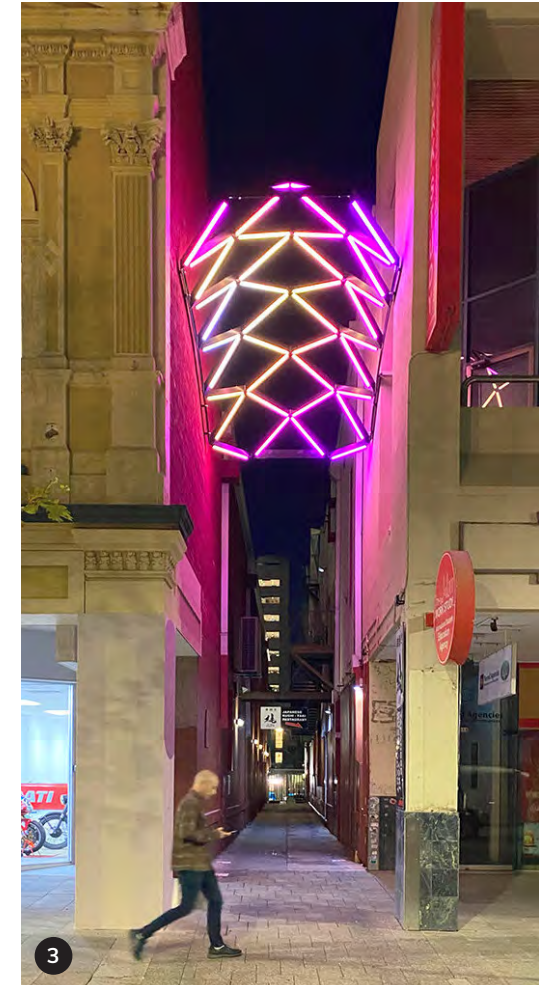
1. Review and simplify paving types to distinguish shared zone locations.
2. Explore opportunities for more public art such as murals on blank walls.
3. Provide light art at The Corso intersection as a wayfinding device that signifies the entryway into Rialto Lane.
4. Investigate feasibility of providing decorative screening to existing service areas.
5. Explore opportunities for new trees at Rialto Square to provide shade without impacting the space available for outdoor dining.
6. Explore opportunities for new trees along Wentworth Street to improve streetscape and pedestrian amenity.
7. Provide new raised footpaths along Wentworth Street to prioritise pedestrian safety while still allowing vehicles to enter from and exit to Wentworth Street.



Murals by Danny Gretscher and Andy Dennis
Source: Resene

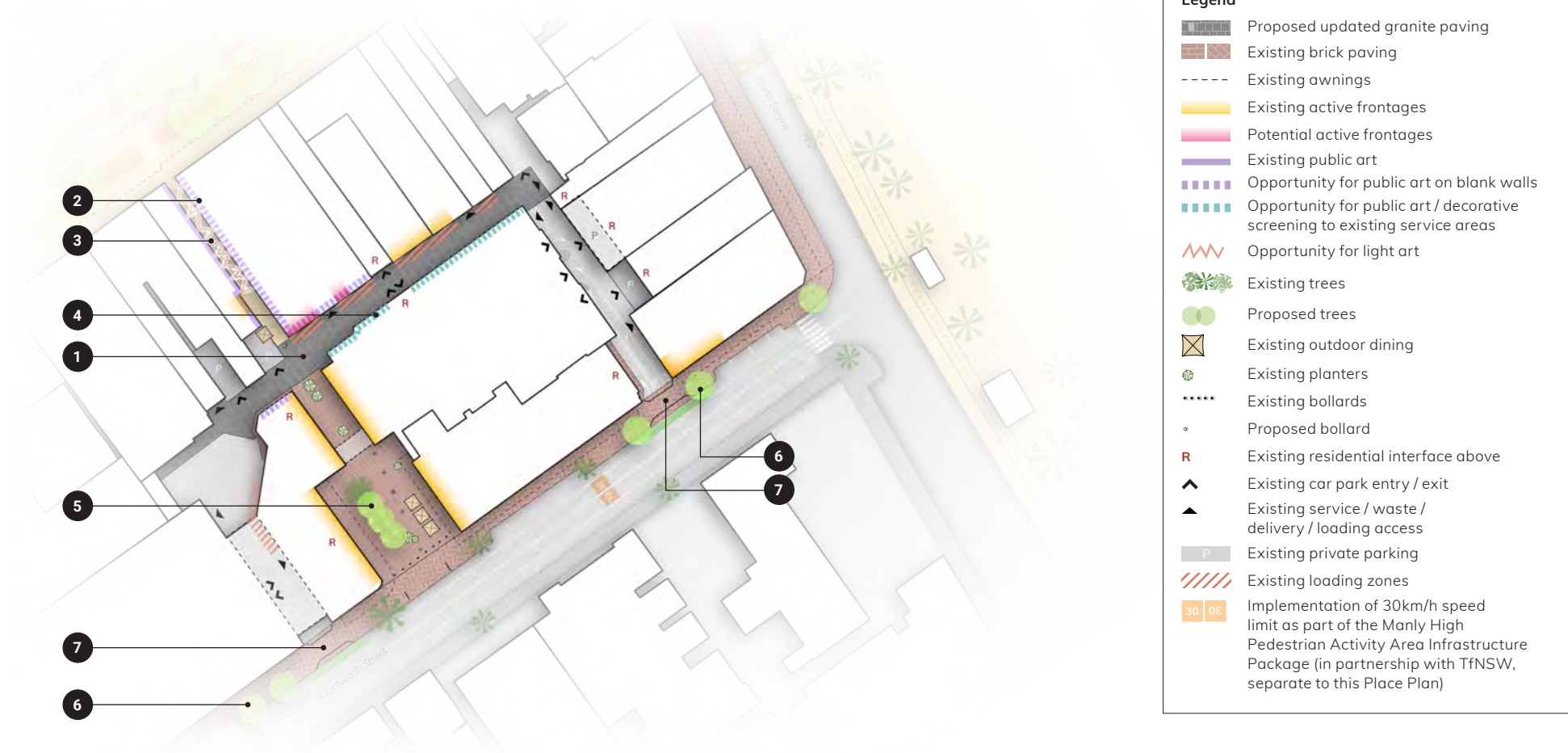


Decorative screening to car parks and service areas
Source: Locker Group



Light art to signalise entryway into laneway. 'Solaris' by Joshua Webb.
Source: Historic Heart of Perth

Figure 34
Concept design idea for Rialto Lane



SCALE 1:1000 @ A4

Henrietta Lane

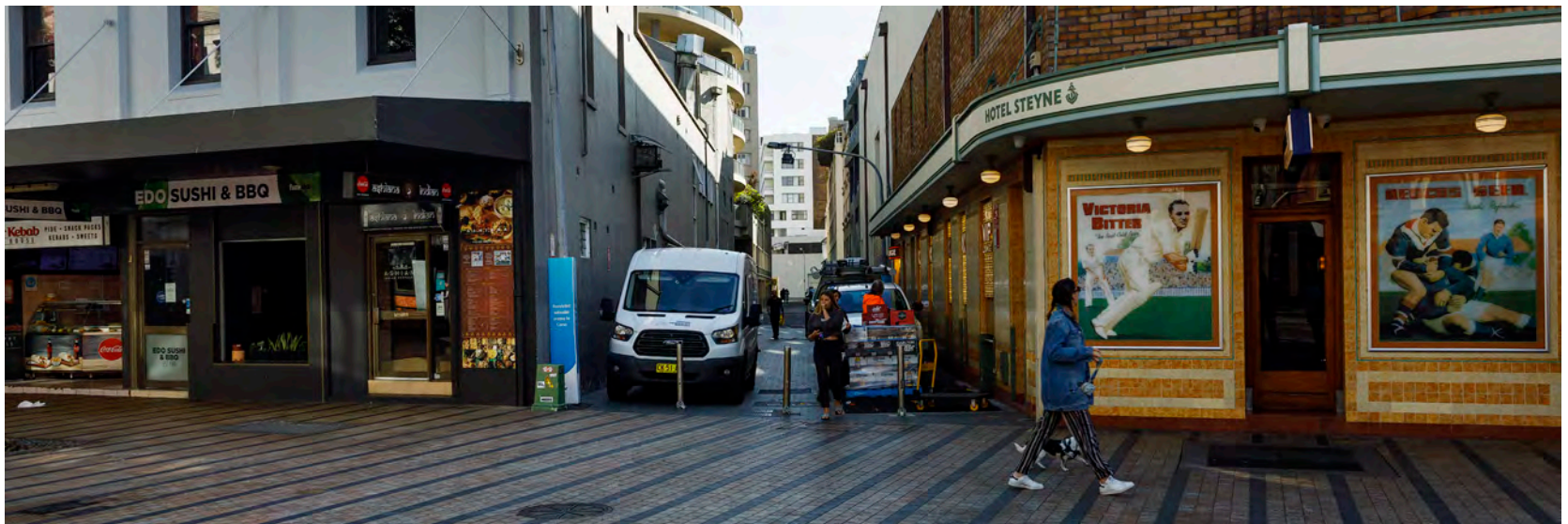
Henrietta Lane is a traditional service lane supporting buildings fronting North Steyne and the three large residential developments address at Central Avenue.

The lane is 2.7m wide and is characterised by roller doors, waste storage and service areas, and access to and from carpark with empty shop fronts at the northern end. Pedestrians need to negotiate kerbs, uneven road surfaces, wheelie bins and cars. Combined with limited street lighting, this makes pedestrian journeys feel precarious and unsafe.

Acknowledging its important service function, no structural or use changes are proposed at this location. We aim to make Henrietta Lane safer for pedestrians by turning it into a dedicated shared zone with new road surfaces, better lighting throughout and potentially some light art or mural-style public art to improve the overall quality of the space and add visual interest into an area often overlooked by the public.

Place priorities are to:

- Balance cars, people, loading docks, services and waste collection
- Upgrade and designate it as a shared zone
- Provide visual interest to the southern end and where it intersects with Sydney Road
- Explore opportunities to activate Henrietta Lane and its vacant frontages for pop-ups or 'hole in the wall' commercial activities.



Henrietta Lane viewed from Sydney Road
Source: Karen Watson Photography



Henrietta lane
Source: Karen Watson Photography



Henrietta lane
Source: Ethos Urban



Henrietta Lane
Source: Ethos Urban



Henrietta Lane
Source: Ethos Urban

Concept design idea for Henrietta Lane

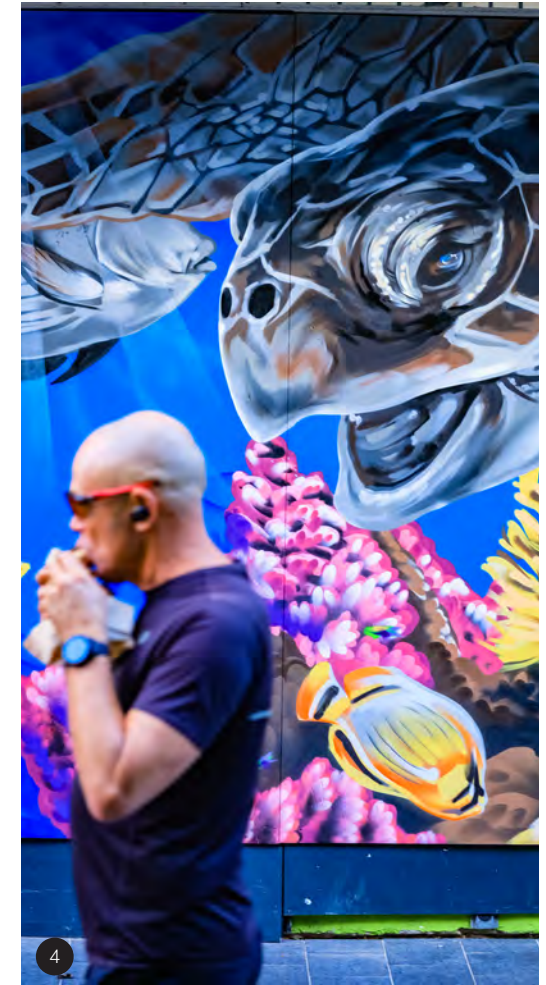
1. Transition Henrietta Lane into a dedicated shared zone with consistent granite paving and clear signage at both ends of the lane.
2. Provide raised footpath along Raglan Street to prioritise pedestrian movement.
3. Explore opportunities for more public art such as murals on blank walls.
4. Provide light art at southern end of the lane as a wayfinding device that signifies the entryway into Henrietta Lane.
5. Review and investigate opportunities to improve current street lighting to improve pedestrian safety at night without visually impacting residential units that overlook Henrietta Lane.
6. Explore opportunities for pop-up or retail tenancies to activate existing vacant frontages to the north of Henrietta Lane.



Clear shared zone signage
Source: AFP



Retail tenancies to activate and provide passive surveillance to laneway
Source: Miss Never Full



'In Between Two Worlds' by Jason Wing, integrating light art, wall murals and ground treatment
Source: Salty Dingo

Figure 35
Concept design idea for Henrietta Lane



SCALE 1:1000 @ A4

Central Avenue

Compared to the other laneways, Central Avenue operates most like a proper street with two-way traffic, street parking, footpaths on either side and is fast becoming the 'Health and Wellness' cluster.

It provides access to Manly National and Pacific Waves public car parks, as well as a number of private car parks. There are several shops, cafes and services such as a hairdresser, massage therapist and gym. Uses are relatively fine-grain and concentrated on the eastern side of the street within the Pacific Waves development. The activation is setback from the building edge due to the existing colonnade at street level. The western side of the street has large blank walls to Manly National carpark. The combination of blank walls and recessed retail means that Central Avenue feels relatively inactive.

To improve Central Avenue, its place priorities include:

- Encouraging the establishment of a health and wellbeing landuses/ activities on and in proximity to Central Avenue
- Investigate opportunities to improve street frontage activation particularly the area underneath the colonnades
- Providing opportunity for activation and interest along the Central Avenue frontage
- Prioritising artwork to the south of Central Avenue covering the blank walls that exist to create a welcoming atmosphere when entering from Sydney Road.
- If appropriate, investigate opportunities for continuous awnings to be installed as a way of providing shade and shelter from the elements.



Central Avenue
Source: Ethos Urban



Central Avenue
Source: Karen Watson Photography



Central Avenue
Source: Karen Watson Photography



Central Avenue
Source: Karen Watson Photography

Concept design idea for Central Avenue

1. Explore opportunities as an extension of existing retail tenancies to the street edge the existing colonnade along Central Avenue.
2. Provide light art at the Sydney Road intersection as a wayfinding device that signifies the entryway into Central Avenue without impacting residential units that overlook this end of Central Avenue.
3. Provide a new raised and paved area at southern end of Central Avenue that retains existing loading zone.
4. Consider the provision of continuous awnings to provide shade and shelter from the elements.
5. Widen footpaths and provide new trees at selected points along the eastern side of Central Avenue to improve streetscape amenity and provide opportunities for outdoor dining.
6. Introduce new public art and/or green walls on existing blank walls.

7. Provide raised footpath along Raglan Street to prioritise pedestrian movement, similar to existing treatment at the intersection of Short Street and Raglan Street.



Example of retail infill in former colonnade typology
Source: Dexus



The Gallery from the Solid Ground Program
Source: Mercy Works



Public art on blank wall, Shadow by Fintan Magee
Source: Street Art News

Figure 36
Concept design idea for Central Avenue



SCALE 1:1000 @ A4

Short Street Plaza - Short Street

Short Street Plaza is a pedestrian-only plaza with pockets of activation.

This includes a number of allied health services, the Australian Pacific College, as well as other services like a barber and gym. Existing infrastructure in the plaza (such as bicycle racks) are well-utilised. The benches and planter boxes at the south end of the plaza appear cluttered and may present safety concerns after dark as sight lines are obstructed by planting. Similar to Central Avenue, the eastern side of the plaza is dominated by blank walls of the Manly National carpark. The northern end of the plaza is anchored by a cafe with outdoor dining. Activation in this part of the plaza is supported by a raised grassed area that is used for gathering and picnics. Activation in the rest of the plaza is limited due to wind tunnel conditions. Between the Plaza and Raglan Street, 50m of the historic Short Street remain as an access way to existing private car parks and loading docks.

In order to prioritise pedestrian safety and amenity, the Place Priorities for this Key Place are to:

- Design to create a comfortable environment by mitigating the wind-tunnel effects at this location
- Seek creative solutions to deliver visual interest to the Manly National Carpark building façade.
- Build on the presence of bicycle infrastructure and collaborate with Manly Business Chamber for a new central bicycle workshop and infrastructure to encourage active transport to the town centre.



Short Street Plaza
Source: Ethos Urban



Short Street Plaza
Source: Ethos Urban



Short Street Plaza
Source: Karen Watson Photography



Short Street Plaza
Source: Karen Watson Photography



Short Street Plaza
Source: Ethos Urban

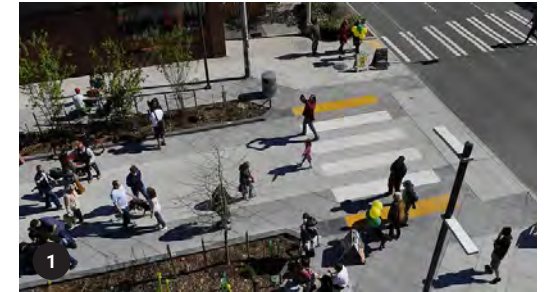


Short Street Plaza
Source: Karen Watson Photography

Concept design idea for Short Street Plaza - Short Street

1. Transition Short Street into a dedicated shared zone with raised and consistent granite paving and clear signage at both ends of the street.
2. Update paving along Short Street Plaza with consistent granite paving type throughout.
3. Explore opportunities for increased visibility into existing tenancies where they are currently obscured from Short Street Plaza to increase activation along these edges.
4. Provide light art at the Sydney Road intersection as a wayfinding device that signifies the entryway into Short Street Plaza that is designed to complement existing lamp posts.
5. Explore opportunities for new public art and/or green walls on existing blank walls.
6. Explore opportunities for new trees to increase greenery and assist in mitigating wind impacts along Short Street Plaza.

7. Replace existing street furniture and planters with new benches under the shade of new trees to provide clear lines of sight for increased pedestrian safety.
8. Mitigate wind impacts from above with street elements to create a more comfortable environment for people to spend time in, to be informed by further wind studies.
9. Investigate opportunities for a new bicycle hub (workshop / maintenance facility) to support and encourage active transport; with potential delivery by a private entity (business) or through a public-private partnership.



Shared zone to prioritise pedestrians
Source: National Association of City Transportation Officials



Steel canopy to mitigate wind impacts from above
Source: Dezeen



Bicycle repair facility
Source: Bike and Crew

Figure 37

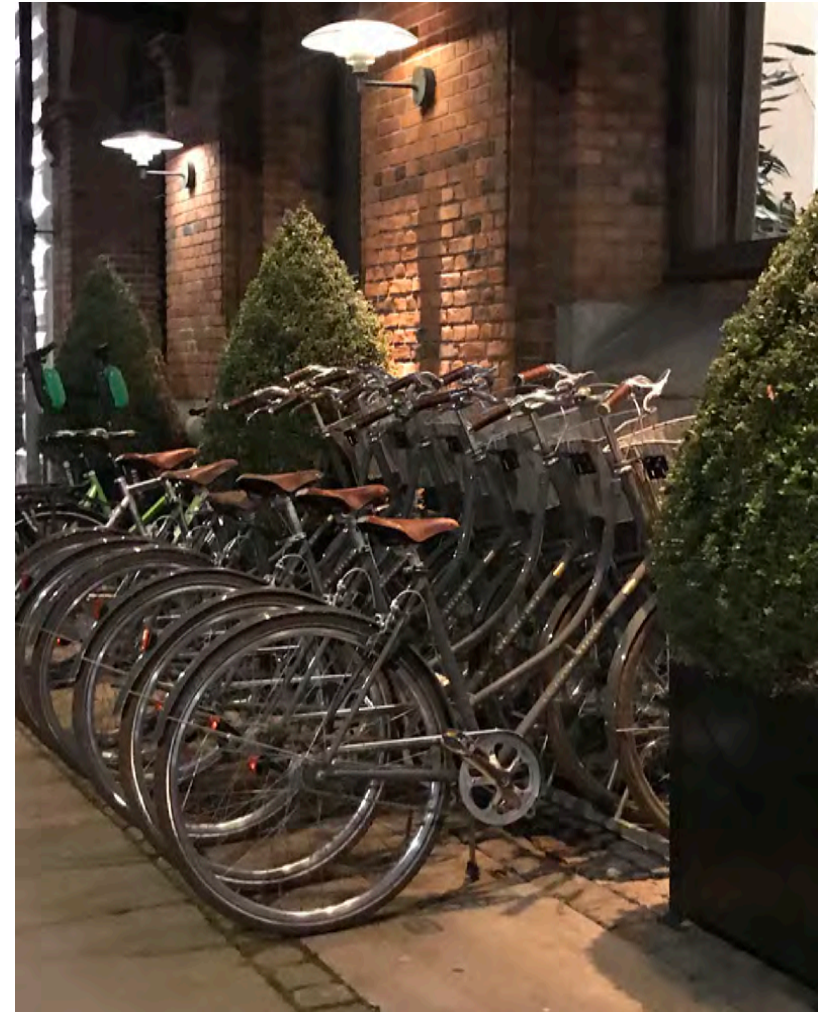
Concept design idea for Short Street Plaza - Short Street



SCALE 1:1000 @ A4



Manly Vale Park n Ride (Transport for NSW)
Source: Liza Cordoba



Copenhagen
Source: Liza Cordoba



Artistic Impressions: Mark Gerada

Pittwater Road Neighbourhood

Travelling north along Pittwater Road away from Manly Oval and Ivanhoe Park, is a lively neighbourhood with a great mix of housing, green canopy, a mix of corner shops, cafes, restaurants, bars as well as supporting amenities such as laundromats and gyms.

Combined with a short walk to the beach this provides for a great amenity and a great place to live in. However, the speed of the traffic, the amount of cars and buses and lack of proper street crossings makes the pedestrian environment feel unsafe when crossing Pittwater Road and its adjoining side streets. Signalised intersections are 550m apart, and to move north-south pedestrians have to cross two lanes of traffic, parked cars with intersection geometries permitting cars to turn at relatively high speeds.

Pittwater Road is a 'gateway' into Manly by road and should be welcoming, vibrant and effective in showcasing its historical built form. The place Priorities:

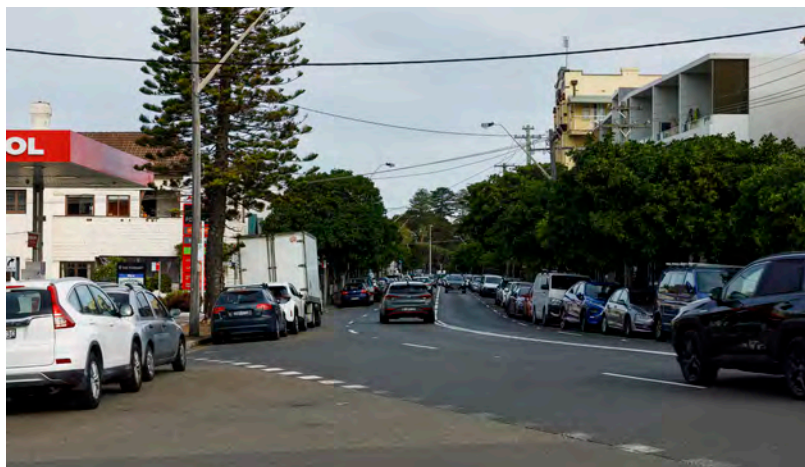
- Create a sense of arrival into Manly as it intersects with Carlton Street by adding elements that reflect a proud community of a celebrated seaside town
- Create a more pedestrian friendly environment by widening footpaths, slowing down traffic and adding safer places to cross and navigate Pittwater Road
- Enhance and further develop Pittwater Road's unique modern vibrancy
- Showcase and preserve the historical built form along Pittwater Road to highlight its well-established position in Manly's original urban fabric
- Retain and enhance the community's understanding of built heritage in Pittwater Road
- Encourage patronage from Ivanhoe Park and Manly Oval for pre and post event food & beverage.



Pittwater road
Source: Ethos Urban



Pittwater road
Source: Karen Watson Photography



Pittwater road
Source: Karen Watson Photography



Pittwater road
Source: Karen Watson Photography



Pittwater road
Source: Karen Watson Photography



Pittwater road
Source: Karen Watson Photography

Concept design idea for Pittwater Road Neighbourhood

1. Build out kerbs at key points along Pittwater Road including existing intersections to improve pedestrian safety by shortening the distances pedestrians are required to cross the street. Provide new trees on new kerb-outs where suitable to provide shade for pedestrians and outdoor dining. Ensure that kerb build-outs do not impede turning paths of existing bus routes.
2. Trial parklets in front of existing cafes and restaurants to provide additional space for outdoor dining, with the view of widening the footpaths if parklets are successful.
3. Investigate feasibility of a new signalised intersection at Carlton Street to provide a safe means for pedestrians to cross before the next signalised intersection up north at Pine Street (220m away).
4. Relocate bus stops where required to suit new kerb build-outs at the Raglan Street intersection and potential new signalised intersection at Carlton Street.
5. Explore opportunities for rain gardens as stormwater quality improvement devices.

Figure 38
Concept design idea for Pittwater Road



Scale 1:2500 @ A4

Figure 39

Concept design idea for Pittwater Road (Raglan Street to Denison Street)

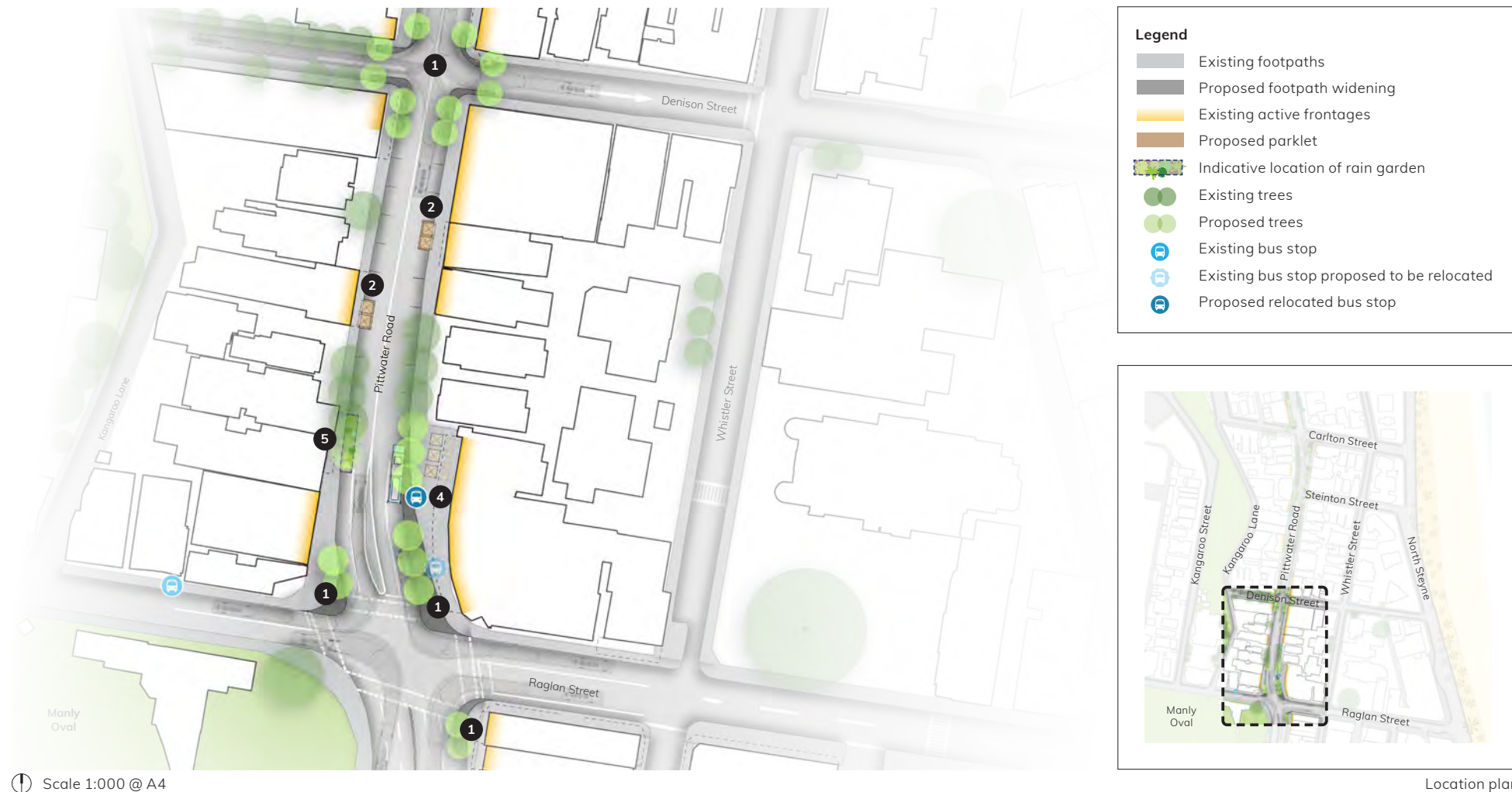
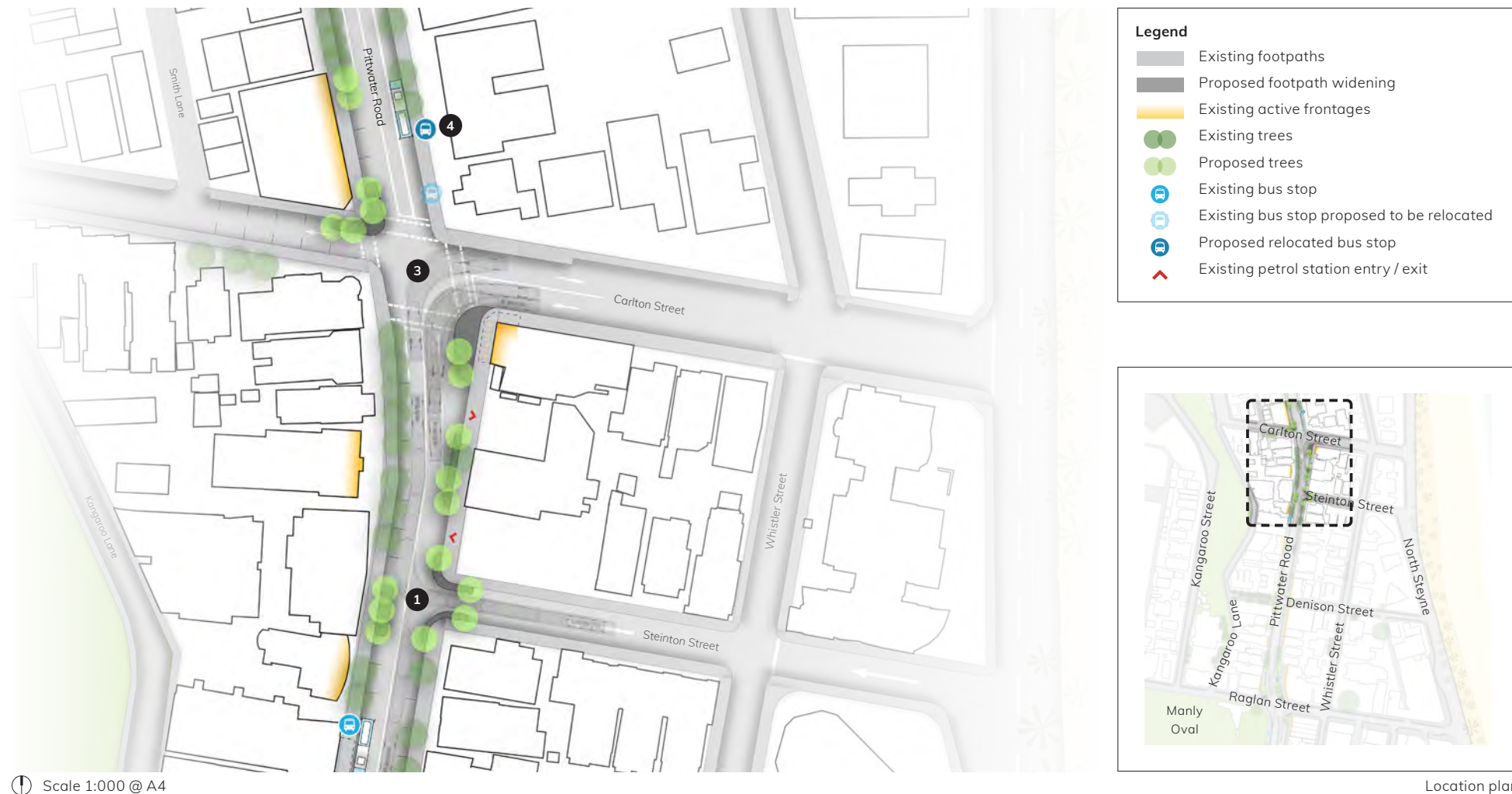


Figure 40

Concept design idea for Pittwater Road (Denison Street to Steinton Street)



Figure 41
Concept design idea for Pittwater Road (Steinton Street to Carlton Street)



**for
Sharks**
122
2005

ONE
MARKET
PLACE

Hits Manly
Ferry
Trumpeter
1946

Manly Welcomes Olympic Champ
1924

Where we're headed



Implementation

The Manly Place Plan is a framework for community-led action.

It seeks to achieve the community future vision for the area through actions and concept design proposals for the Key Places and provides recommendations for enhancing and revitalising Manly through public space and infrastructure improvements, programs, events and activations.

Timeframe

The Place Plan will be implemented through a staged approach, with each action allocated an indicative time frame for delivery.

Indicative timeframes include:

Figure 42
Manly Place plan delivery timeframe

Quick wins	<2 years
Short-term	1 - 3 years
Medium-term	3 - 5 years
Long-term	5 - 10 years

Funding

The Manly Place Plan recommendations will need a source of funding.

While Council is ultimately responsible for funding, there are varied methods of funding available that could be considered. These include:

- Council
 - Capital Works Program
 - Section 7.12 contributions
 - Grant applications (State/ Federal government)
- Public-private partnership

Indicative cost

Approximate cost ranges are outlined as low, medium, high or significant.

The costings are indicative only and represent a general guide.

Figure 43

Approximate cost ranges

Key		
Low	(\$0 - \$15,000)	\$
Medium	(\$15,001 - \$500,000)	\$
High	(\$500,001 - \$5,000,000)	\$
Significant	(\$5,000,001 upwards)	\$

Action plan

Figure 44

Manly Place plan action plan

No	Action	Responsibility	Cost
Quick wins (1-2 years)			
Q1	Provide directional signage as part of the entrance into Manly centre and useful signage in The Corso for public amenities and essential services.	Council	\$\$
Q2	Explore opportunities to use light art installations at key laneway intersections to signify entry points into Manly's laneways.	Council in consultation with Transport for NSW	\$
Q3	Encourage outdoor dining areas associated with an approved food and beverage premises to be suitably located so it creates vibrancy in Manly's streets and laneways.	Council	
Q4	Work with Manly Business Chamber to connect landowners of vacant tenancies with individuals and groups looking for short-term or temporary space. Encourage short-term leases for pop-ups and temporary activation in current vacancies	Council and Manly Business Chamber	\$
Q5	Prioritise day-time activation overnight-time activation in Rialto Lane & Square to ensure residents are not at a disadvantage.	Council	\$
Q6	Consider opportunities to integrate landscape design with water and stormwater management.	Council	\$
Q7	Encourage walking and cycling throughout the Manly centre (and its surrounds) to decrease greenhouse gas emissions.	Council	\$
Q8	Explore local composting options for food waste and organics to reduce waste generated and promote circular economy solutions	Council	\$
Q9	Discuss opportunities with owner of 57 Sydney Road for the purposes of public art on the façade.	Council	
Q10	Investigate opportunities to repurpose engraved bricks featured on the footpath of Market Place.	Council	

No	Action	Responsibility	Cost
Short-term (1-3 years)			
S1	Undertake audit of existing assets/infrastructure including utilities, pipes, public art installations, signage, street furniture (bins, seating, bollards, trees, lighting etc.) and public amenities.	Council	\$\$
S2	Provide a range of ambient lighting within the Manly centre.	Council in consult with Transport for NSW and if required, other landowners	\$\$\$
S3	Undertake a comprehensive Movement and Place Study to gain a holistic understanding of current and future requirements for public transport, active transport, private vehicles, parking, deliveries, services, waste collection and cleansing operations; including the feasibility of converting Henrietta Lane and Short Street to dedicated shared zones and option for a signalized intersection at Pittwater Road and Carlton Street.	Council in consult with Transport for NSW	\$\$\$\$w
S4	The design and construction of our public spaces should embrace sustainability concepts, be exemplary and biophilic design. Tree and vegetation cover to combat heat island effect and in turn, increases the utility and enjoyment of these spaces. These spaces are to be inclusive and safety in mind; and creates opportunities for events and activities attractive to broader demographics.	Council	
S5	Future-proof the public spaces and servicing of these spaces to account for temporary/pop up events, seasonal and climatic conditions. This will enable efficiencies in rollout of event or seasonal infrastructure or temporary overlay (for example lighting, park and ride etc.).	Council	\$\$\$\$
S6	Finalise the Seaforth to Manly Flood Risk Management Study/Plan and if required, a detailed stormwater study for the Study Area and the surrounding Area of Influence).	Council	\$\$\$
S7	Continue discussions with Transport for NSW to explore opportunities to renew/enhance the plaza area at Manly Wharf and to create a 'sense of arrival' to enhance the visitor arrival experience, in conjunction with Wharf 3 upgrade, redevelopment of the former Aquarium building, and Council's West Esplanade Heritage Activation Plan.	Council and Transport for NSW	
S8	Develop a theme-based program for public art installations (including light art and wall art or elements that reflect the coastal or historical setting, embrace sustainability concepts or biophilic design such as green walls and draws inspiration from indigenous perspectives of places) and incorporate and incorporate a shortlist of locations for public art installations including opportunity to reinstate the 'Bend the Truth' sculpture by Michael Snape, 1996.	Council	\$\$\$
S9	Develop and promote events along Manly Cove/at Manly beach and oceanfront that celebrate Manly's iconic beach setting and Welcome to Country, and does not result in adverse environmental impact	Council	\$\$\$
S10	Explore opportunities for installation of gateway feature at the Sydney Road - Belgrave Street intersection and Pittwater Road at Carlton Street signifying these intersections as the gateways into Manly centre.	Council in consult with Transport for NSW	\$\$

No	Action	Responsibility	Cost
Short-term (1-3 years)			
S11	Review current and future on-street parking requirements along Pittwater Road (from Raglan Street to Carlton Street) to inform suitable locations for footpath widening, kerb build-outs, parklets and rain gardens before/as part of detailed design for Pittwater Road Neighbourhood (Key Place).	Council in consult with Transport for NSW	\$\$
S12	Continue to collaborate with Transport for NSW to optimise public transport routes and improve amenity and frequency of services.	Council and Transport for NSW	
S13	Create an integrated 'Cultural Home' centered around Manly Town Hall in the Corso by implementing adaptive reuse investigations and encouraging ancillary uses.	Council	\$\$\$\$
S14	Explore opportunities for a public art trail that connects the Manly centre with its surrounding natural assets and ideas related to indigenous messages while promoting sustainability and resilience.	Council	\$\$
S15	Incorporate sustainability outcomes, such as green architecture and biophilic design, into the development approvals process where possible.	Council	
S16	Undertake an updated acoustic assessment to inform development of a noise planning map.	Council	\$\$
S17	<p>As part of the new LEP/DCP project:</p> <ul style="list-style-type: none"> Review development provisions to achieve a consistent treatment for awnings; and improve the streetscape and visual appearance of the built form by limiting advertising and signage on buildings Develop planning controls addressing the 'agent of change' approach to include acoustic requirements for development informed by a noise planning map identifying locations and land uses requiring greater acoustic consideration. Consider visitor accommodation and services as part of the range of permissible land uses for a vibrant centre that caters for its residents, operators and visitors. Consider for health and wellbeing land uses / activities to be a permissible use on and in proximity to Central Avenue. Develop specific style and character design guidelines that support preserving the historical significance of the urban fabric. 	Council	\$\$
S18	For identified low-impact areas, investigate and undertake a trial late-night trading hours, including shared use of public spaces and buildings.	Council in consultation with Community Safety Committee, NSW Police and Liqueur Licensing	\$\$

No	Action	Responsibility	Cost
Short-term (1-3 years)			
S19	In collaboration with the building owner of the Manly National Carpark, seek creative solutions to enhance the visual appeal of the building facade fronting Short Street.	Council and Building Owner	\$\$
S20	Transition a section of the existing bicycle paths on the promenade along North and South Steyne to a shared zone to create a safer environment for pedestrians when crossing from The Corso towards the beach.	Council in consult with Transport for NSW/NSW Buses	\$\$
S21	Provide a safe environment for people to gather and sight-see, particularly with pedestrians and cyclists.	Council	
S22	Explore opportunities for shuttle bus services to better manage parking, in line with Destination Northern Beaches.	Council in consult with Transport for NSW/NSW Buses	\$\$

No.	Action	Responsibility	Cost
Medium term (3-5 years)			
M1	Build on the audit of existing assets/infrastructure and ensure a coordinated approach to upgrading assets	Council	
M2	Create a sense of arrival in the forecourt of Manly Town Hall as people enter via this area into Manly Centre.	Council	\$\$
M3	Create a sense of arrival into Manly at Carlton Street intersection by adding elements that reflect a proud community of a celebrated seaside town.	Council in consultation with Transport for NSW	\$\$
M4	Detailed design and construction of specific Laneway(s) based on agreed and identified priorities.	Council	\$\$\$
M5	If required, review the waste collection and cleansing operations in line with the implementation of the 24-hour economy activities in the Manly centre.	Council	\$\$
M6	Investigate and undertake a trial of late-night trading hours in the Manly Local Centre eg from 10 pm to 6am	Council in consult with Community Safety Committee, NSW Police and Liquor Licensing	\$\$
M7	Provide opportunity for activation and interest along the Central Avenue frontage.	Council	
M8	Detailed design and construction of the public domain for The Corso. Create flexible spaces in The Corso to facilitate large gatherings, markets and everyday activities for locals and visitors to increase dwell time along The Corso.	Council	\$\$\$\$
M9	Seek accreditation into the Purple Flag Program	Council	\$\$

No.	Action	Responsibility	Cost
Long term (5-10 years)			
L1	Commence investigations for asset renewal of John Speight stage (and renewal build)	Council	\$\$\$\$
L2	Detailed design and construction of other / remaining Laneways based on agreed and identified priorities.	Council and if relevant, consult Transport for NSW	\$\$\$\$
L3	In collaboration with Transport for NSW, create a more pedestrian friendly environment by widening footpaths, slowing down traffic and adding safer places to cross and navigate Pittwater Road (Key Place)	Council and Transport for NSW	\$\$\$
L4	Investigate ways of reconfiguring the Whistler Street at grade parking area to improve pedestrian safety and visual amenity.	Council	\$\$\$
L5	Improve and prioritise pedestrian connections and safety in Pittwater Road and between Manly Cove and beach to Pittwater Road.	Council and Transport for NSW	\$\$\$



Key documents



State documents

- State Environmental Planning Policy (Exempt and Complying Development Codes) 2008, NSW Planning
- NSW Public Spaces Charter, Transport for NSW (NSW Department of Planning and Environment, 2021)
- Sydney 24-hour Economy Strategy September 2020, NSW Treasury
- Local Infrastructure Benchmark Costs Final Report April 2014, IPART
- NSW Waste and Sustainable Material Strategy 2041, Department of Planning, Industry and Environment, published June 2021
- Manly Cove Manly Wharf 3 Upgrade and Former Manly Sea Life: Consultation Summary Report (Transport for NSW, August 2022)

Council documents

- Manly Local Environmental Plan 2013 and Manly Development Control Plan 2013 (last amended 28 August 2017)
- Shape - Community Strategic Plan, (Northern Beaches Council, adopted 28 June 2022)
- Towards 2040 - Local Strategic Planning Statement (Northern Beaches Council, adopted 26 March 2020)
- Northern Beaches Local Housing Strategy (Northern Beaches Council, adopted 16 December 2021)
- Exhibited Draft Business in the Beaches - Economic Development Strategy, (Northern Beaches Council, exhibited from 30 January 2023 to 26 March 2023)
- Manly Night-Time Economy Study (HillPDA Consulting for Northern Beaches Council, October 2022)
- Northern Beaches Employment Study (SGS Economics for Northern Beaches Council, December 2019)
- Economic Development Paper (July 2017)
- Move, Northern Beaches Transport Strategy 2038, (Northern Beaches Council, adopted 27 November 2018)
- Northern Beaches Walking Plan (Northern Beaches Council, Adopted 17 April 2019)
- Northern Beaches Bike Plan (Northern Beaches Council, Adopted 14 August 2020)
- Manly Parking Permit Framework (Northern Beaches Council, adopted July 2020)
- Electric Vehicle Charging Infrastructure Plan (Northern Beaches Council, adopted August 2021)
- Resilience Strategy: Withstand, Adapt, Thrive - Northern Beaches Council, adopted 28 June 2022
- Manly to Seaforth Flood Study: Flood Study Report (Cardno for Northern Beaches Council, adopted 18 April 2019)
- Northern Beaches Events Strategy 2018-2023 (Northern Beaches Council, adopted June 2018)

- Connected Through Creativity 2029 - Northern Beaches Arts and Creativity Strategy (Northern Beaches Council, adopted 2019)
- Public Art Policy, (Northern Beaches Council, adopted 28 May 2019)
- Coast Walk Public Art Strategic Plan (GML Heritage for Northern Beaches Council, adopted May 2019)
- Community Centres Strategy (Northern Beaches Council, adopted March 2021)
- Better Together Social Sustainability Strategy 2040 (Northern Beaches Council, adopted August 2021)
- Disability Inclusion Action Plan (DIAP) 2022-2026, (Northern Beaches Council, adopted 28 June 2022)
- Updated Alcohol-Free Zone Map for Manly (Northern Beaches Council, adopted 28 June 2022)

- Destination Northern Beaches: Creating a sustainable visitor economy (Northern Beaches Council, adopted 28 September 2021)
- Protect Create Live - Environment Climate Change Strategy 2040 (Northern Beaches Council adopted December 2019)
- Northern Beaches Council Climate Change Action Plan (adopted Feb 2021)
- Public Space Vision & Design Guidelines, (ASPECT Studios for Northern Beaches Council, Adopted 25 May 2021)
- Manly 2015 Masterplan, last updated May 2016 (Manly Council, Adopted 2010)
- Exhibited Draft Northern Beaches Council Library Strategic Plan 2023-2028 (exhibited 4 July to 11 August 2023)

Council Policies prepared under the Local Government Act:

- Outdoor Dining and Footpath Merchandise Policy (Northern Beaches Council, 1 July 2019)
- Manly West Esplanade Heritage Activation Plan (Northern Beaches Council, adopted October 2019)
- Manly West Esplanade Precinct Masterplan (Haskoning Australia Pty Ltd for Northern Beaches Council, adopted March 2019)
- Ivanhoe Park Plan of Management (Parkland Planners for Northern Beaches Council, adopted 26 October 2021) & Ivanhoe Park Landscape Masterplan (NBRS Architecture for Northern Beaches Council, adopted 26 October 2021)
- Exhibited Draft Urban Tree Canopy Plan (Northern Beaches Council, 2023)
On Exhibition until 9 July 2023

Other documents

- Manly Place Plan: Transport Overview Report (JMT Consulting for Ethos Urban, October 2021)
- Measuring the Australian Night-Time Economy 2020-21 Report (A project for the Council of Capital City Lord Mayors by Ingenium Research, September 2022)
- Place Score Community Insights Report: Northern Beaches Town Centres and Village Centres 2018 (Place Score for Northern Beaches Council, August 2018)
- Manly High Pedestrian Activity Area Infrastructure Package (Northern Beaches Council & TfNSW, 2022)
- Fire Engineering Report: Removal of External Stair Manly Library (MCD Fire Engineering for Northern Beaches Council, 2019)





