

Tabled Comments – Phase 1: Streetscape Upgrades

Topic	Comment	Response
Traffic Improvements		
<i>Management of Town Centre growth and the impact this might have on traffic.</i>	<ol style="list-style-type: none"> 1) How will the roads cope with the growth of the Town Centre? 2) How will we manage the Traffic with the influx of vehicles coming through Dee Why? 3) How will we ensure that the Entry/ Exit for the Merriton site won't cause the same congestion as seen at the new Warringah Mall carpark? 	<ol style="list-style-type: none"> 1) DYTC Masterplan 2013 considered the existing and future Traffic, Pedestrian and Transport needs and impacts from future growth. 2) Consultation with RMS and Transport for NSW. 3) A traffic study was completed prior to the preliminary design plans. The proposed traffic improvements were informed by the traffic study undertaken by WSP – Parsons Brikenoff in 2016.
<i>Pedestrian Crossings</i>	<ol style="list-style-type: none"> 1) Install crossing at Sturdee Parade at the Dee Why Grand Entrance 2) Improve the safety of the pedestrian crossing on Howard Avenue. The line markings are unclear and unsafe 3) Remove painted blister next to the crossing on Howard Avenue. It's pointless and confusing to pedestrians and drivers 4) How will pedestrians cross Pittwater Road? 5) Move pedestrian crossings to align for the shared North/ South path 	<ol style="list-style-type: none"> 1) This location is not within the project area for the Dee Why Town Centre – Streetscape Upgrades project. Comment will be forwarded to Traffic Section 2) Ongoing review and changes to line marking and street parking will continue throughout Meriton's construction period. 3) This is currently being reviewed in conjunction with the construction works for the Meriton Development Site. 4) Pedestrians can cross Pittwater Road using the existing signalised crossings. 5) Pedestrian crossing locations were determined by pedestrian desire lines and counts. <p>Proposed roundabouts and pedestrian refuges for Link Rd at Howards Ave and Oaks Ave.</p>

Tabled Comments – Phase 1: Streetscape Upgrades

<p>Howard Avenue Bus Stop</p>	<p>1) Bus stop on Howard Avenue on the Walter Gors side of the road, shouldn't be moved too far from the shopping centre entrance.</p>	<p>1) Council will work together with State Transit Authority (STA) to establish bus stop locations in Howard Avenue.</p> <p>Consideration needs to be given to;</p> <ul style="list-style-type: none"> • Pedestrian safety and access to public transport • Allocation and priority of on-street parking • Safe pedestrian access to Walter Gors Park. <p>In the meantime during the upgrade works, interim temporary bus stop locations will be in place to ensure correct and safe bus operations.</p>
<p>Reduced driving speed</p>	<p>1) Reduce driving speed in Dee Why to improve safety.</p>	<p>1) As part of Phase 1: Streetscape Upgrades, speed limit for Oaks Ave and Howard will be reduced to 40 km per hour to improve pedestrian safety.</p> <p>*Pittwater Road is a NSW State Road.</p>
<p>Active Transport</p>	<p>1) Council should do as much as possible to discourage driving through Dee Why. People should be encouraged to use active transport options such as walking, riding and busses</p> <p>2) Council needs to consider other paths through Dee Why Town Centre to encourage active transport like cycling.</p>	<p>1) Various forms of transport have been considered in the preliminary design plans including the provision of; bike racks, on street parking, wider footpaths, pedestrian accessibility and connectivity, seating and bus stops. The B-line are also providing commuter parking in the Kingsway Carpark on the west side of Pittwater Rd, as an incentive to use public transport.</p> <p>2) There are existing bike paths around the Town Centre. These can be viewed in the Warringah Bike Plan on Council's website.</p> <p>We are also working on upgrading and connecting paths from Manly to Palm Beach as part of our connected communities funding.</p> <p>*Proposed Howard Ave bike path options for future</p>

Tabled Comments – Phase 1: Streetscape Upgrades

		consideration by Council
Painted Blister on Howard Avenue	<ol style="list-style-type: none"> 1) Remove Painted blister next to the crossing on Howard Avenue. It's unclear and pointless 	<ol style="list-style-type: none"> 1) This is currently being reviewed in conjunction with the construction works for the Meriton Development Site. Ongoing review and changes to line marking and street parking will continue throughout Meriton's construction period.
Traffic Flow	<ol style="list-style-type: none"> 1) Consider to introduce one way traffic options to help dilute traffic congestion 2) Provide more right turn options onto Pittwater Road 3) Improvement required to manage congestion on Oaks Avenue. Cars finding it difficult to turn onto Pittwater Rd from Oaks due to traffic build up on Pittwater Road. 4) Extend the timing of the traffic lights on Pittwater Road to help improve traffic flow 	<ol style="list-style-type: none"> 1) Suggested one way traffic flow has been previously studied in detail. The recommended traffic solution is to maintain the existing and proposed traffic flow arrangements which include the 'New link' Road. 2) Additional right turn option from Howard Avenue onto Pittwater Road has been included as part of the proposed traffic upgrades. 3) The proposed traffic upgrades have been informed by the traffic studies, DYTC Masterplan 2013 and Warringah Bike Plan 4) Traffic signals phasing and operation is controlled by RMS
Parking		
Free Parking	<ol style="list-style-type: none"> 1) Hopes that the new parking developments in Dee Why Town Centre will be free. Questions also raised regarding the pricing and timing of the future parking options. 	<ol style="list-style-type: none"> 1) The new 'Kingsway Carpark' parking facility location underneath the PCYC will provide 3 car parking levels open to the public for a mixture of free short term parking and paid all day parking. 2) B Line will be providing 120 free spaces for all day commuter parking. Future private developments are required under Council's Planning Controls to provide on-site parking

Tabled Comments – Phase 1: Streetscape Upgrades

		for residents and customers. Developments to provide private and public parking as required under DA conditions.
Parking Facilities	<ol style="list-style-type: none"> 1) Would like to see more diverse parking facility options for transport options (ie scooter, motorbike, bicycles small cars etc. 2) Not enough parking in Dee Why 	<ol style="list-style-type: none"> 1) Various parking options are available within and around Dee Why Town Centre which include: bicycle racks, allocated car share spaces, short term parking. 2) The Kingsway Car Parking facility at the PCYC and Meriton developments will provide a minimum of 85% increase in parking (at least 450 spaces).
Pedestrian Accessibility		
Footbridge over Pittwater Road	<ol style="list-style-type: none"> 1) Why is there no indication of a potential footbridge over Pittwater Road? 	<ol style="list-style-type: none"> 1) This is has not been proposed as part of Dee Why Town Centre Upgrades
Pedestrian Safety	<ol style="list-style-type: none"> 1) Would like to see safe pedestrian foot path between St Kevin’s Church and the car park entrance (Oaks Ave). 2) When the sale of Oaks Avenue and Howard Ave carpark is complete, will the footpaths on that side of the road be safer for pedestrian use? 3) The cafes along Triangle park are sitting about a meter above the grass. The railing is set very high. This is NOT safe for kids and toddlers. 4) Accessibility for disabled people please 	<ol style="list-style-type: none"> 1) The development of ‘New Link’ Road is dependent on the future sale and development of the Oaks and Howard Avenue Car park. 2) Any future designs for this location will incorporate safe pedestrian access. The future designs will be consistent with the overall Dee Why Town Centre Streetscape Upgrades. 3) These are private developments. Design of Triangle Parks North and South for future consultation and designs 4) Disabled access has been considered in the development and design of the streetscape plans and the DYTC Masterplan
Pedestrian connectivity	<ol style="list-style-type: none"> 1) More pedestrian connectivity through Dee Why Town Centre 	<ol style="list-style-type: none"> 1) We are widening the footpaths and providing pedestrian crossings to improve accessibility and connectivity

Tabled Comments – Phase 1: Streetscape Upgrades

<p><i>through Dee Why</i></p>	<ul style="list-style-type: none"> 2) Pedestrian access between Oaks Ave and Pacific Parade 3) Request for connection from Oaks Ave to Delmar Parade 	<p>Removal of obstructions -providing clearer paths of travel</p> <p>The Meriton development will provide a new path and connection between Howard and Oaks.</p> <ul style="list-style-type: none"> 2) This location is not part of Phase 1: Streetscape upgrades and will be subject to future development applications 3) This location is not within the scope of the Dee Why Town Centre Upgrades project.
<p>Trees and Plants</p>		
<p><i>Tree Types</i></p>	<ul style="list-style-type: none"> 1) More shaded/ Canopy trees on Pittwater Road 2) More tropical trees on Howard and Oaks Ave to give the area more of a ‘tropical’ feel heading down to the beach 3) Provide trees other than ‘<i>Tuckeroo</i>’s’. 4) Plant trees that will last 	<ul style="list-style-type: none"> 1) Existing shop awnings prevent further plantings on Pittwater Road 2) The proposed trees and plants were selected based on their suitability, location, maintenance management, shade and lifespan. 3) Palm trees will be planted as a Gateway to DYTC at the entrances to Oaks and Howard Avenue. 4) All new trees will be at least 4 metres high at planting.
<p><i>Additional Trees</i></p>	<ul style="list-style-type: none"> 1) More trees on Pittwater Road 2) More trees on Pacific Road outside of Dee Why Grand to provide more shade outside of the centre 	<ul style="list-style-type: none"> 1) Additional trees will be planted along Pittwater Rd as part of Stage 1 works on the western side of Pittwater Road along Sturdee Parade and Pacific Parade. 2) This will be considered as part of Phase 2 design.
<p><i>Tree Removal</i></p>	<ul style="list-style-type: none"> 1) Please don’t remove the group of Trees In Triangle Park North in Howard Avenue 2) It would be great to see the removed tress recycled or re-homed. 	<ul style="list-style-type: none"> 1) These trees are part phase 2 design which includes North/South Triangle Park. Stage 1 shows an additional 4 trees on Howard Avenue. 2) Reuse of any removed trees to be considered as part

Tabled Comments – Phase 1: Streetscape Upgrades

	<p>3) Any removed trees should be replaced. Trees should also be 'Trees' not just 'plants'.</p>	<p>of construction works.</p> <p>3) We are proposing to plant 33 more mature trees than at present.</p>
Furniture and Materials		
Seating	<p>1) Please provide more seating benches throughout Dee Why Town Centre for people watching and relaxing.</p>	<p>1) Seating benches will be provided on Oaks Avenue</p> <p>Seating is also provided in Walter Gors and the new Meriton Public Space Plaza which provides connectivity from Pittwater Road to Howard Avenue</p> <p>Council will review the option for additional seating along Howard Avenue as part of detailed design process.</p>
Lighting	<p>1) Please consider adding lighting to Walter Gors to ensure community safety</p>	<p>1) Lighting at Walter Gors has been designed to comply with Australian Standards for pedestrian lighting. This lighting has now been installed as part of the ongoing works for Walter Gors Park.</p> <p>The street frontage will also be lit with installation of two additional streetlights to ensure lighting levels are compliant.</p>
More visually vibrant area	<p>1) More colour and plants included in the furniture and materials throughout Dee Why Town Centre</p>	<p>1) The footpath pavers have slight speckles throughout and provide a slightly softer look to the footpaths.</p> <p>The overall upgrades to the town centre incorporate varied selection of plants in shades of green and texture, some also flower.</p> <p>There are also plans to incorporate Public art throughout Dee Why Town Centre as part of streetscape upgrade works.</p>
Triangle Park		

Tabled Comments – Phase 1: Streetscape Upgrades

<p>Triangle Parks</p> <p>Triangle Parks</p>	<ol style="list-style-type: none"> 1) Community would like to see Triangle Park it re-grassed until the next phase of works so it could be used. 2) More trees and shading for Triangle park to accommodate for the elderly who don't Want to sit in the children's playground 3) Triangle Park (South) not shown clearly scaled on the plans 4) Would like to see the trees at Triangle Park Howard Avenue side maintained 5) Minimise the risk of building a 'concrete jungle' –Triangle Park should remain an open green space for the area. Maybe synthetic turf if grass costs too much to maintain? 6) Triangle park could facilitate a shared path 	<ol style="list-style-type: none"> 1) Now that drainage works have finished on Oaks Avenue, we plan to re-turf Triangle Park south. 2) Triangle Park is currently scheduled for upgrade as part of Phase 2 Streetscape works: 2020-2025. 3) This was an unintentional drafting error. The preliminary design plans in relation to this section of the map were not correctly scaled. 4) Triangle Park is scheduled for Phase 2: 2020-2025 5) The design of Triangle Park North and South will be considered in future Phase 2 Streetscape works. 6) Comment has been noted and will be taken back to the design team for consideration.
<p>New Link Road</p>		
	<ol style="list-style-type: none"> 1) Why are we proposing 'New Link' Road? 2) Is the Oaks/ Howard Avenue carpark redevelopment on hold and does this include the 'New Link Road between Oaks and Howard Avenue? 3) How will pedestrians access New Link Road safely? 	<ol style="list-style-type: none"> 1) New Link Road will improve traffic flow and circulation in the town centre and improve pedestrian accessibility and safety as it provides refuge to pedestrians between Point A and Point B. New Link Road and development of the Howard/Oaks Ave carpark was identified in the DYTC MasterPlan. 2) Yes, New Link Road is part of the redevelopment of Council's Oaks and Howard Avenue Car Park which is currently on hold. 3) Footpaths will be provided along both sides of the New Link Road. The design of the intersections at both Howard and Oaks Ave will provide for pedestrian access and connectivity and allow for vehicle and bus movements

Tabled Comments – Phase 1: Streetscape Upgrades

Cycle Paths		
<p>Allow for segregated cycle paths</p>	<ol style="list-style-type: none"> 1) Provide segregated bike paths from Pittwater Road, down Oaks and Howard to the beach. 2) Provide on road segregated bike paths on Pittwater Road like they do in the city 3) Incorporate cycle paths into the traffic upgrade plans. 	<ol style="list-style-type: none"> 1) The provision of on road cycle paths has been considered in streetscape designs. Road widths, footpaths, parking and street trees restrict provision of on road paths in DYTC. 2) Previous consultation outlined to retain on street parking rather than to provide for segregated on road cycle paths. 3) This was identified in the Dee Why Town Centre Masterplan 2013 and the Warringah Bike Plan 2010. <p>Oaks and Howard Avenue are too narrow to accommodate segregated bike paths without losing parking on one side of the street or loss of street trees</p> <p>Dee Why Town Centre as a 'destination' currently provides alternate paths around Dee Why identified in Warringah Bike Plan.</p> <p>*Howard Avenue Bike Path for future consultation and design.</p>
<p>Safe paths</p>	<ol style="list-style-type: none"> 1) I would like to get through Dee Why Town Centre on my bike safely. Please provide bike lanes or infrastructure. 2) Would like to ride safely from Dee Why Town Centre to the Beach 3) Council to have a further in depth discussion with the community around cycle way options for Dee Why town Centre and future planning across the Northern Beaches 	<ol style="list-style-type: none"> 1) Dee Why Town Centre is the 'destination' and the priority identified in Council's masterplan and bike plan was for on street parking over dedicated bike paths 2) We are providing bike racks to be installed throughout the town centre as well as reduction of speed limits through the Town Centre. 3) This request has been discussed with Council's

Tabled Comments – Phase 1: Streetscape Upgrades

		relevant teams.
Other	<ol style="list-style-type: none"> 1) Please provide water bubbler and water refill stations throughout Dee Why Town Centre 2) Off lead dog parks in Dee Why 3) Provide an outdoor gym in Dee Why Town Centre 4) Provide games area 5) Misleading streetscape sections indicate that Oaks Avenue will accommodate for shared paths for cyclers. 	<ol style="list-style-type: none"> 1) Will review preliminary plans to incorporate this into the detailed design. 2) Unfortunately there is not enough open space within Dee Why Town Centre to provide off lead dog parks. 3) Walter Gors Park provides an outdoor gym facility within the park area. 4) Walter Gors will be providing temporary table tennis facilities for public use. The PCYC will also provide the community with indoor sporting facilities. 5) To avoid confusion, the shaded bicycle rider image should not have been shown on the artist impression. This location is identified as a footpath and not a shared path