

Notes

Project Working Group – Manly Place Plan

Held on Monday 14th March 2022
In the Manly Town Hall commencing at 5.30pm

1. Introduction

By Andrew Pigott

2. Apologies

Liza Cordoba, Ray Matheson, Susan Masur, Nick Reid, Chris Bell, Luke Smart, Cr Sarah Grattan, Chris Bain, Ross Hornsey, Vy Hoang.
Nikki Griffith present and was not listed on the agenda.

3. Confirmation of Meeting Notes

Andrew Pigott

Review of PWG meeting held 10 November 2021 and confirmed the meeting notes are not intended to be verbatim.

4. Status of Night Time Economy

Andrew Pigott provided a quick update to the Project Working Group.

5. Workshop Session

Ciaran Callaghan and Ross Hornsey from Ethos Urban ran the group through the plan for the evening and introduced the team.

Stefan Meissner from Ethos Urban ran through the presentation outlining the principles that the group would workshop including key moves to refine the place priorities.

Each table provided a brief verbal summary at the meeting - Table Summaries attached.

Q & A Comments

Matt Hindman on Principal 4 – options available does not appear to consider small business

Cr Bingham on Principal 5 – Seaside village of the 1930's feels like the culture and heritage reference has been lost

6. Where to from Here

Andrew Pigott advised a meeting will be scheduled late April/ Early May for a presentation to the group of the Nigh Time Economy.

PWG 3 - 14 March 2022 Table Summaries

The following are summarised notes that have been collected from the PWG members via the workshop held on Monday 14 March 2022. The PWG members were split in 4 separate groups and rotated throughout four separate tables over the course of the session, where input was given on both the following areas/ locations within the Manly Place Plan Study Area; The Corso, Laneways, Pittwater Road & Open Spaces/Edges.

Table 1 – The Corso Team Leader – Stefan Meissner	
Group 1	Group 2
<ul style="list-style-type: none"> • Agree with Clutter • Vacancies down by 200% • Don't agree with retail offering • Improvements by outdoor door dining – better public space • Corso is wasted space and has no energy 	<ul style="list-style-type: none"> • Agree with observations • There is significant local population which is missed in the opportunities to capture that market. • Very much residential area • Hates the wayfinding advertising • Painting of buildings not maintained nor heritage colours • Avoid canyoning – Smart design – pedestrian pathways through middle of Corso – articulate space more. • Provide area for street theatre – buskers not larger spaces – no permanent stages. • Provide attractive trees and flowers – volunteers could help with maintenance.
Group 3	Group 4
<ul style="list-style-type: none"> • Agree with observations • Nothing to make people stick in the Corso • Service orientated – cheap clothing shops, very few food offerings, • Need shade structures 	<ul style="list-style-type: none"> • Agree with catering for tourists and visitors. • Stage doesn't work • Reinstate amphitheatre • Corso is thoroughfare • Wide space can we have pop up indoor market – glass markets at Copenhagen • Busking is good • Retain fountains • Tourists visits 2 shops Humphreys , Maloufs – locals use them all the time. • Banks have large frontages that they don't use. • Rents for local businesses is too high for them to use the Corso • Pressure should be put on landlords to make them not have buildings vacant. • Tree canopies are bad – area glary, hot, seating needs better coverage. • Public furniture needs to be accessible and it weather dependent. • Is lines outside pub still an issue? •

Table 2 – Laneways Team Leader – Ciaran Callaghan	
Group 1	Group 2
<ul style="list-style-type: none"> • Big buildings - artwork opportunity • Henrietta Lane – make it more appealing, The Steyne could do something to activate frontage • Market Lane – remove bins • "Feeling the elements" – need for better shelter from rain and sun • Uneven surface is an issue • Create cosy space • Need to analyse current 'back of house' functions of laneways (residential/domestic/functions/retail) – to 	<ul style="list-style-type: none"> • Rialto Lane/Henrietta Lane – Services lanes are difficult for kids/families to traverse • Hesitant to pedestrianize it • Henrietta Lane – issues with loading zones, potential for use of timed bollards • Relocation of loading zones • Change parking conditions – not so much arrangement but about regulation (stop people parking their all day) • Garbage is an eyesore / no other place to put it – need to clean up laneways off the Corso • Whistler St car park – opportunity for new plaza space

Table 2 – Laneways Team Leader – Ciaran Callaghan	
<ul style="list-style-type: none"> establish evidence base (i.e. frequency of waste collection, service deliveries) Traffic study – include business traffic Laneways produce conflict (i.e. truck / pedestrian access into apartments) – opportunities to work with strata Themed artwork New development – opportunities for renewal Pedestrian crossings at the end of laneways Treatment for waste at a strategic level Fire escape (Market Lane) renewal opportunity Safety lighting and parking EOI – for outdoor dining & furniture 	<ul style="list-style-type: none"> No safety outside of car park Public art – doesn't necessarily have to have a theme, should be eclectic and showcase Manly Henrietta Lane frontage – safety issue Short street – opportunities for murals? Noted in 2015 master plan Back of Manly National Carpark building – artwork and vegetation Residents should be able to use Whistler St car park overnight – take cars off street Market Lane Service Bollards – should have them elsewhere
Group 3	Group 4
<ul style="list-style-type: none"> Cleanliness and pest issues Need improved health inspector compliance Road surface conditions – improve them both in terms of pedestrian safety/priority and stormwater treatment Grease disposal needs improving Pedestrian crossings at key intersections Market Place public art Look at development incentives (e.g. bonus FSR) to accommodate space for waste storage on private sites Noted that there is a 'Market Place Working Group' who look at opportunities for improvements to the laneway Type of art – clever art on wall & whistler streetcar park Lighting – to create feeling of safety Themed artwork e.g. artwork / wayfinding – can become attraction where maps are provided Artistic trail (e.g. laser light show installation – program written – seasonal/different types/curated – leveraging heritage elements) Vertical planning, planters and small trees should be used Rialto Lane – opportunity for improved Food & Beverage offering Outdoor dining (such as Market Lane) is supported; however treatment/fencing needs to be more permeable Look at Central Avenue shared space Need for more private arcades that are open to the public Short Street – dead space currently with wind impacts – need for vertical planting 	<ul style="list-style-type: none"> Laneways are fun places when functioning well and not smelly, Market Lane is an example Acknowledged that you can't activate everything – focus should be Market Lane and Central Ave Rialto & Henrietta Lane – acknowledged their key service functions, which have to be retained. However, should look at central loading/waste area & parking strategy which encourages regular movement and not all-day parking Short Street can be a wind tunnel – needs improved awnings Market Lane – paving improvement (cobblestone look?) Vertical gardens can be used effectively to break things up More tree canopy is needed Maybe pergolas Sydney Road works well – tree coverage Fire Stairs at Market Lane are not required and provide opportunity Back of buildings – there is opportunity for activation and increased income Timed servicing – before particular time to avoid pedestrian conflict Centralised garbage collection possible at Whistler street Shops/business need to put bins within premises Fencing area in Market Lane restricts space Central avenue pedestrianised – slows traffic Serious lighting/reflective lighting – particularly at Henrietta Lane (very narrow) Access by traders Encourage private laneways/cross block links

Table 3 – Pittwater Road Team Leader – Anna Paton	
Group 1	Group 2
<ul style="list-style-type: none"> Agreed with observations Additional observations: Pittwater Road is more of a 'destination' street where you have a more direct reason to visit, not a 'browsing' street for window shopping Options to reduce speed limit to 30 Design team needs to be aware of RMS restrictions on road changes Solution of a calming measure/pedestrian refuge needs to be considered closer to the Harris Farm end of Pittwater Road Is there a way to attract people off Pittwater Road and into the laneways via positive attractions? Would be good to understand the vacancy rate of shop fronts in the laneways and along Pittwater Road? 	<ul style="list-style-type: none"> Agreed with observations Additional observations: pressures of congestion and traffic occur at different times of the day and times of the year (i.e. Summer vs Winter) Big difference between daytime and night-time activities and traffic Night-time feels a bit dead – needs improved shop front light to make it feel safer at night More street trees Parking improvements – maybe 5-10minute parking limits to better serve businesses Council needs to revisit the Pedestrian Access Plan (PAMP) Corner of Pittwater Road and Raglan Street is a big issue in terms of pedestrian access and ramps for prams, footpath quality Need for better signage and wayfinding generally

Group 3	Group 4
<ul style="list-style-type: none"> • Agreed with observations • Need to consider bus traffic and locations of bus stops. Currently not very logically spaced or located • Pedestrian safety measure and road calming better suited to Harris Farm end of road where there is more foot traffic. Also school, childcare and general pedestrians 	<ul style="list-style-type: none"> • Agreed with observations • Bus stops are to spread out • Night-time is dark and quite • Sydney Road /Belgrave Street acts as the 'Gateway' to Manly and need to a revitalised to reflect this •

Table 4 – Open Spaces/Edges

Team Leader – Ping Chien Ng

Manly Cove Edge

- Pedestrian experience needs to be improved between the Wharf to The Corso
- Arrival experience at The Wharf
 - Underwhelming due to quality of buildings visible from the wharf
 - Poor wayfinding, needs clear direction towards The Corso
 - Public art / landmark / feature to welcome you to Manly
 - Nothing too 'in your face' or tacky like an archway
 - 'Authentic' and reflects Aboriginal and European heritage
 - Mess at the wharf
 - Majority dislike existing sculpture in front of Manly Wharf – needs a better sculpture
 - Would be good to know the % of people arriving in Manly by car or ferry
- East/West Esplanade is an important connection to/from Eastern Hills
 - Cannot be closed off
 - Traffic calming measures (raised crossing, surface treatment, extend The Corso's paving)
 - Road is too wide
 - Worse to cross (compared to crossing North/South Steyne)
 - Pedestrian overpass across East Esplanade
 - References made to Smith Street (paving and trees) and Hastings Street, Noosa
- East Esplanade
 - Does not need more activation
 - Already well-utilised by families in the evening (picnics, etc.)
 - Any new activities should take advantage of its natural setting (not setting up large structures that detract from it)
 - Not suitable for events with residences across the street (noise issues)
 - Movie screenings may be an option
- West Esplanade
 - Too wide and difficult to cross
 - Just needs more activity to attract people to this area
 - Distribute some family-friendly events here (agree with calendar of events)
 - Reorientate entrance to Manly Art Gallery and Museum
 - Strong support for the harbour pool + boardwalk to be reintroduced to create a destination in this part of Manly
 - However, cautious of anything that will be done along here – do not want any tacky food/retail (e.g. souvenirs) along boardwalk if harbour pool goes ahead
 - Improve parking (with TfNSW near old aquarium)

Manly Beach Edge

- North/South Steyne is an important connection to/from Eastern Hills
 - Too much traffic (volume at South Steyne is extensive)
 - Street can be changed but cannot be closed off
 - Traffic calming measures (raised crossing, surface treatment, extend The Corso's paving)
 - Cobblestone paving for cars (South Steyne side) to slow traffic
 - Potential for a feature crossing / art crossing that is uniquely Manly (similar to rainbow crossing at Taylor's Square)
 - Shared area on the South Steyne side
 - Raised crossing / underpass will help during events (road closures not required)
 - Trial weekend closures (e.g. first weekend of the month to get people used to it, for when it needs to be closed for major events such as the Manly Jazz Festival)
 - Risk of extending paving from The Corso across to the promenade (pedestrians may not be aware that it is still a street with vehicles)
 - Consider one-way traffic (eastbound)
 - Reference to The Strand in Dee Why that was made one-way (with dedicated bike lanes) – worth finding out from Council if that worked
 - Needs more tables and chairs
- Bike paths
 - Mixed views on dedicated bike paths vs just a 'shared zone'
 - Majority agree that the current dedicated path is required and that it does moderate behaviour (cyclists and pedestrians are able to safely navigate around each other)
 - Small percentage are of the opinion that it does not work as cyclists tend to speed down the bike paths, with pedestrians not aware and backing onto them with prams, etc.
 - No shared/bike lanes along beach – move to western side of the street

<ul style="list-style-type: none"> - Mixed views on whether more bike racks are needed (seen as just more infrastructure/barrier) - Consider treatment at The Strand, Dee Why - Potential for street parking to be on the western side of North Steyne only to make getting out of vehicles safer (collision with footpath/bike path on the eastern side footpath) • Arrival experience at the beach <ul style="list-style-type: none"> - Needs to be improved and better looking - Pine trees are inconsistent (size and condition) and need to be replaced
Others
<ul style="list-style-type: none"> • Engagement with local Aboriginal groups <ul style="list-style-type: none"> - Nothing done so far - No representation on the PWG - There are groups that will be keen to get involved - Highlight indigenous heritage • The Corso / town centre <ul style="list-style-type: none"> - Problem isn't getting people from Manly Wharf to The Corso, it's getting people from other areas of Manly (and from Eastern Hills) to visit The Corso - More laneways/mid-block connections to get people into the heart of Manly - Incentivise developments to facilitate these connections to make the edges more permeable - Needs more outdoor entertainment along South Steyne / The Corso (close road at South Steyne side) • Manly Library <ul style="list-style-type: none"> - Knock down the fire stairs • Whistler Street <ul style="list-style-type: none"> - Feels unsafe to walk along street with all the construction going on