
Sent: 17/06/2015 3:34:56 PM
Subject: Online Submission

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MR KEVIN BEGAUD
28 TASMAN ST
DEE WHY NSW 2099

RE: PEX2014/0004 - 9 Howard Avenue DEE WHY NSW 2099

OPENING COMMENT

I do not object to a new Town Centre covering Site "B". However, the amended plans now impinge more than ever - using a little hyperbole - on the "elephant in the room" PARKING and TRAFFIC management plans.

Looking at the montage of this massive proposed development, it does indeed sit neatly into Site "B" the Town Centre proper, but now provides for a substantial increase in residential accommodation which dominates Oaks Avenue.

The Montage reveals, what would be an outrageous ugly addition, over the proposed high density development of Site "A". It just does not fit and takes away from the symmetry of the proposed development, looking like an object sitting on the side of a beautiful woman's head. One can also see from the montage that it will constitute a massive over development of the Town Centre precinct.

In my 75 year association with Dee Why and the northern beaches, it would be difficult for younger Councillors and staff to appreciate the extend to which our surroundings change over a long time.

50+ years from now, Site "A" - returned today to its original open space designation - could be a much needed additional park - an oxygen lung - benefiting residents of a very busy Town Centre and re-developed surrounding 6-7 storey residential streets, housing tens of thousands of new residents. The quid pro quo, for these higher new buildings MUST be setbacks and surrounding open space and vastly improved traffic and parking policies. Selling this site today will turn out to be extremely shortsighted in the long term.

Attention has been drawn to the Minister for Planning in a separate communication on these matter and to the growing chaos of parking and traffic in Warringah, particularly along Pittwater Road. Yet astoundingly, in all the reports submitted in relation to this development proposal, including the Economic Assessment, the only reference to "traffic and parking" is, first that Council expressed concern to the Applicant at the lack of parking, then secondly that the parking requirement for Site "B" Meriton Development is proposed to be reduced from 1500 to 1141. So much for the future.

Consider our current roads and traffic situation:

Despite expert traffic report after report after report, on every major development approved by Council, parking in Dee Why is now critically deficient.

Extremely high rents have seen properties accommodating multiple tenants almost all of whom have a car. It is now not uncommon to see the rear of parked cars protruding into adjoining streets at T-intersections. It is virtually impossible to find a single parking spot in the Dee Why precinct at night from Pittwater Road to the Beach. Despite this Council continues to approve residential development with grossly inadequate parking for the number of residents that can potentially reside in the premises, let alone visitors.

Now we see, with the largest single development ever undertaken in my 75 year association with Dee Why, a proposal to REDUCE the car parking requirement.

As insane as this is, Council proposes to sell off the public car park at Site "A" and permit fewer parking space in an underground development, designed to meet both public and residential development and the nearby small business clientele plus the new commercial enterprises. To my mind this is a dereliction of duty by Council and Councillors. Is there anyone with the foresight and courage to stop it?

Compounding these facts, is the grotesque issue of traffic. Residential development after development after development has been approved along Pittwater Road and surrounding streets, to the extent that traffic along it is grinding to a halt.

So bad it is, that evening northbound peak hour traffic is eschewing Condamine Street at Manly Vale, and winding its way through Freshwater, South Curl Curl and Dee Why down Griffin Road and even The Crescent and onto Pittwater Road via Pacific Parade, Dee Why Parade and Hawkesbury Avenue. Peak traffic is now regularly crawling back from the Strand at Dee Why Beach to beyond the round-about at Carrington Parade, South Curl Curl.

South bound morning peak traffic is banking back from Warringah Road to beyond South Creek Road, jamming up our limited cross streets.

Northbound traffic on a weekends is crawling back from Mactier Street at South Narrabeen to the Long Reef curve.

To those who do not live and travel locally, this obviously means little.

All of this chaos can be laid at the feet of a Council and Planning Department that for the past 30 years has been reluctant to require set-backs from Pittwater Road which could have been granted in exchange for another story or two in height for a development and a lack of funding for infrastructure as the northern beaches has exploded. Instead we have seen the opposite: Increases in height to developments approved right on the boundaries of our main thoroughfare for no benefit. So what is our legacy? Inadequate vehicular thoroughfares and canyon buildings.

SUBMISSION

So my submission is this: There is no way that Pittwater Road and surrounding traffic can cope with this proposed new Town Centre under the current traffic management plan unless:

1. There are major additional impositions on the Town Centre developer for provision of parking greater than currently required, in view of the fact that it seeks additional residential development.
2. The current traffic management for the proposed Town Centre is grossly lacking in foresight, and cannot be sustained.
3. There MUST be an alternative to the proposed access point directly into the proposed Town Centre Shopping and Residential Complex

Consider this certain scenario in detail:

Pacific Parade is closed as proposed to right turning traffic onto Pittwater Road:

(As an aside: To begin, parking MUST today be prohibited for left turning traffic 100 metres east of Pittwater Road ASAP. Traffic currently turning left, especially buses, is pushed into the righthand turning lane which being heavily trafficked on Pittwater Road (often to a standstill) means that several changes of lights are needed from Pacific Parade to gain access to Pittwater Road), right or left.

So what is the certain effect if the right hand turn is closed off from Pacific Parade as proposed?

This requires all vehicles exiting The Grand Shopping/Commercial Centre (as well as traffic from the beach on Pacific parade) seeking to travel westward to Cromer, Narraweena and Beacon Hill to access Sturdee Parade, thus turning Sturdee Parade into gridlock for both left and right turning traffic. One predicts, that traffic will eventually stretch back so far, as to stall vehicles exiting the Grand Complex onto Sturdee.

Now, as a consequence of the closure, westbound traffic from the beach and northbound peak traffic eschewing Pittwater Road from North Manly and Manly, must seek access across or onto either Howard Avenue and St. David Place or via Dee Why Parade or Hawkesbury Avenue. These are gridlocked even today, with peak traffic regularly banking back along Dee Why Parade from Pittwater Road to the round-a-bout at Avon Parade.

Take now, the proposed northbound access to the new Town Centre, which can only be via Oaks Avenue. The traffic management plan shows that the right hand turn closure from Pacific Parade onto Pittwater Road, is necessary to allow an extension of the current right hand turn onto Oaks Avenue (currently limited to just 6 or 7 cars) so as to afford access to the Town Centre. So Council proposed (to save cost) to run a right hand turning bay from Oaks Avenue south along Pittwater Road to beyond Pacific Parade to avoid restricting the flow of northbound traffic. This still requires numerous traffic light changes to clear this turning bay, leading to southbound traffic being even more gridlocked than it is currently.

ALTERNATIVES:

The Town Centre is a development costing several hundred million dollars. There MUST be expenditure by that developer and by COUNCIL on infrastructure to overcome this certain catastrophic traffic disaster. Failure to require this work will be a an albatross around the necks of all sitting councillors. As a former long term Warringah Councillor, one gains satisfaction at the legacy of massive improvements one oversaw.

TUNNEL or ALTERNATIVE ACCESS

There are two alternatives: Funds (via long term borrowing at today's low rates and paid for via a share of parking fees levied on long-term shoppers and in-house residents and with a very substantial contributions from the State Government) must be found, either:

A) To construct a tunnel under Pittwater Road utilising the left hand lane immediately south of Howard Avenue, giving direct access to northbound traffic into the Shopping complex and (if possible) also the residential complex. A section of the centred trees would be removed to allow a short diversion of Pittwater Road around the tunnel entrance. South/East bound traffic would exit onto Oaks Avenue, and North/West bound onto Howard Avenue. There would be a minimal increase in the right hand turning bay for northbound traffic into Oaks, thus limiting disturbance to through southbound traffic.

B) Construct a new wider Howard/St David's Avenue road utilising the existing Police Station land to divert all northbound traffic destined for the Town Centre Complex along Fisher Road and allow it to turn right by way of separate traffic light system through part of the current Police Station (a new one is being built elsewhere) and down a separate overhead access way directly over Pittwater Road into the complex.

Either alternative would have lasting benefits to traffic flow through Dee Why in both directions along Pittwater Road. Surely, this would be most attractive to our Premier and Planning Minister (being local Members). It should at least be the subject of investigation and discussion with the State Government.