

Engagement Outcomes Report and Response to Comments

Naremburn Local Centre Streetscape Upgrade Concept Designs

February 2023

Executive summary

Between November 2022 and December 2022, Willoughby City Council sought feedback on two Naremburn Local Centre Streetscape Upgrade concept designs.

The Naremburn community were advised of the consultation through the following modes:

- The Council's Community Liaison Officer advised local businesses in person
- 1,126 information flyers were distributed to local residents
- An information flyer was placed in the Naremburn noticeboard at the Local Centre
- An information flyer was placed in the Naremburn Library noticeboard
- An email attaching the flyer was sent to subscribers who have previously indicated interest in being kept informed of progress of the Upgrade
- Key stakeholders were contacted directly, including, The Naremburn Progress Association and the Naremburn Chamber of Commerce to distribute information to their members and through their distribution channels
- A social media post was made to the Council's social media channels
- The project was promoted in the Council's monthly *Have Your Say* newsletter which went to 7,070 subscribers

Feedback was collected:

- By presenting the design concepts at a public meeting held at the Naremburn Library on Wednesday 30 November 2022, where fourteen people attended and submitted ten written submissions on the night. A copy of the presentation is included at Attachment A with the written submissions included at Attachment B
- By having a street stall at the Naremburn town centre on Saturday 3 December 2022, which over 50 people visited and submitted four handwritten submissions
- Through the *Have Your Say* online portal at the Naremburn Local Town Centre Project Page, which was live and available online from 1 December to 23 December 2022 which received thirty-six formal submissions.

Overall, respondents were in support of the main focus of the concept designs presented. The fifty respondents identified three key elements of the designs that they supported, whilst fifteen of the respondents did not identify any elements they did not support. Additional comments were received that suggested minor changes to improve the existing elements included within the concept design proposals.

Feedback through identification of the three most supported elements, and three least supported elements was primarily focused on the following issues;

- **Shade and Seating**

The community were very supportive of the proposed new shaded seating areas with 42% of respondents supporting them with only 2% least supportive of new shaded seating areas.

- **Traffic Circulation**

Changes to the traffic circulation by the implementation of a one-way system to improve pedestrian safety were highlighted by 36% of the respondents as one of their three top elements, with 8% saying this was one of their least supported elements, indicating overall support for this initiative.

The support for a separated south bound bike lane to improve cycling safety was almost as equally supported as not supported, with 18% supporting a new separated south bound bike lane on Quiamong Street with 14% least supportive of a separated bike lane.

- **Parking**

Overall sentiment regarding parking changes in the car park in front of the shops was mixed with 12% of the respondents supportive of additional parking in Rohan Street through the use of angled parking, compared to 10% of respondents who did not support this option. Repurposing of the two car parking spots to provide additional pedestrian space was identified as supported by 12% of respondents compared to 14% that least supported the proposal. It is noted that there was a relatively low level of listing these proposals in the responses as they allow minimising traffic, increasing public space and providing higher pedestrian safety which were all identified amongst the highest three proposals that were the most supported.

- **Ground Levels**

Feedback received was generally more supportive of a level leased area as opposed to a stepped design along each lease zone, with 24% of respondents highlighting this as one of their three most supported elements compared to 6% were listed it in their top three least supported element.

- **Willoughby Road barrier**

The creation of a barrier to Willoughby Road through the installation of a retaining wall was identified by 20% as a key element, with 10% highlighting the installation of a barrier as something they least supported. Concerns were raised around ensuring public safety, reducing noise and creating a sense of separation from Willoughby Road which the barrier would establish.

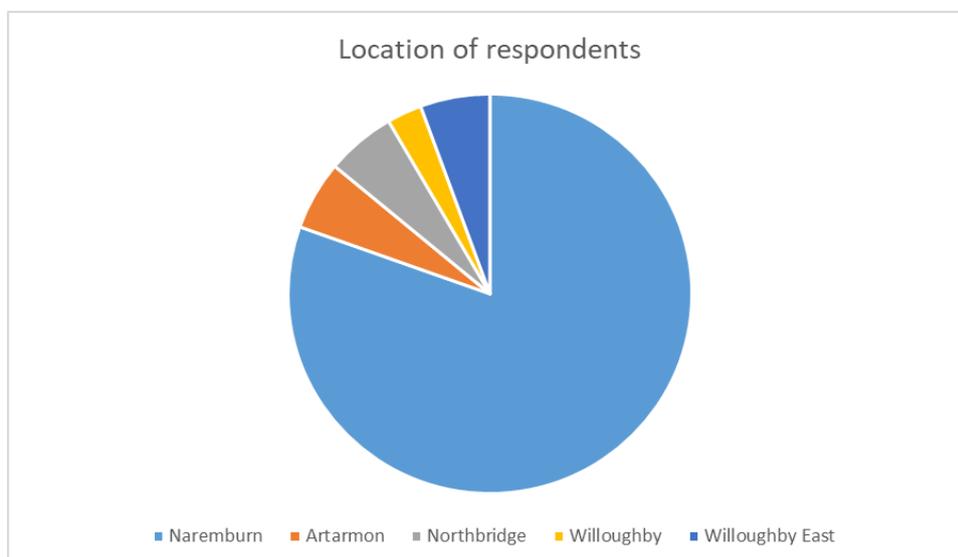
Participant and sentiment analysis

Location of respondents

As part of the data collection of respondents, online survey participants were asked to identify their home suburb.

- 80.6% stated they were from Naremburn
- 5.6% stated they were from Artarmon
- 5.6% stated they were from Northbridge
- 2.8% stated they were from Willoughby
- 5.6% stated they were from Willoughby East

Figure 1 – Location of *Have Your Say* respondents



Overall support or opposition

Overall, most feedback provided was in support of various or all design elements within the proposed designs. Generally, it is noted there was a lack of negative commentary especially with 30% of respondents not identifying any least supported elements. Comments received suggesting changes would often refer to minor changes to improve the existing elements included within the concept design proposals.

Detailed survey analysis

The consultation presented two concept design options with the community being asked to respond to four questions.

The key differences in design solutions included:

- The second design concept included space for new signage for the local centre which is not included in the first design concept
- The second design concept included a covered walkway and seating areas alongside Willoughby Road, while the first design concept used additional trees to shade this area
- The first design concept allowed movement through the design space along Willoughby Road whilst second design directed pedestrian movement toward the shops to enable progress through the centre.

The analysis of the responses to the questions is detailed below.

Question One:

Which of the following elements of the concept designs do you most support?

All fifty of the written submissions detailed three elements that they most supported.

Figure 2- Percentage of respondents who selected project element in in their top 3 most supported elements

Project element	% of respondents who selected this element in their top 3 most supported elements
New shaded area general seating areas	42%
Minimise traffic movement to one way through the car park with zebra crossing across narrowed entrance to slow traffic entering, to improve pedestrian and motorist safety	36%
Adding additional angle car parking places in Rohan Street	12%
Leased outdoor dining area which is more level (ie: the area has less of a slope)	24%
A new separated southbound bike lane on Quiamong Street making cycling safer	18%
Landscaped, low retaining wall to Willoughby Road	20%
Safer entry points and movement for pedestrians	18%
Making the existing disabled parking spot in the main car park fully compliant with accessibility standards	8%
A "Welcome to Naremburn" sign	6%
Provision for enhanced lighting once tree mature	4%
Additional outdoor public domain space for pedestrian movement and seating areas	30%

Additional public seating	10%
Retaining overall level of car parking	2%
Repurposing two car parking spaces in the main Quiamong Street car park for community space	12%
New landscaping, including replacement of sick Golden Robinia tree	22%
I don't support any of the proposed elements listed above	0%
Other	0%

Question two:

Which of the following elements of the concept designs do you least support?

Thirty-five of the fifty respondents detailed three elements that they least supported. The remaining fifteen did not identify any least supported elements.

Figure 3 - Comments made in relation to question two

Project element	% of respondents who chose as their top 3 elements least supported
New shaded area general seating areas	2%
Minimise traffic movement to one way through the car park with zebra crossing across narrowed entrance to slow traffic entering, to improve pedestrian and motorist safety	8%
Adding additional angle car parking places in Rohan Street	10%
Leased outdoor dining area which is more level (ie: the area has less of a slope)	6%
A new separated southbound bike lane on Quiamong Street making cycling safer	14%
Landscaped, low retaining wall to Willoughby Road	10%
Safer entry points and movement for pedestrians	2%
Making the existing disabled parking spot in the main car park fully compliant with accessibility standards	2%
A "Welcome to Naremburn" sign	24%
Provision for enhanced lighting once tree mature	8%
Additional outdoor public domain space for pedestrian movement and seating areas	0%
Additional public seating	0%
Retaining overall level of car parking	8%
Repurposing two car parking spaces in the main Quiamong Street car park for community space	14%
New landscaping, including replacement of sick Golden Robinia tree	2%
I don't support any of the proposed elements listed above	30%
Other	8%

Question three:

Have we included all the key elements in the concept designs? Please let us know what you think is missing.

The following comments were made in response to this question;

Figure 4 - Comments made in relation to question three

Looks like seating and dining areas are being reduced
Prefer pedestrian pathways in option 2
The new bike lane on Quiamong Street is excellent
Introduction of a wall gives a lovely modern addition and barrier
The one way driving through the car park is an excellent idea
The loss of parking in the car park for public space is good
I like the tree cover in option 1
Don't like the bus shelter look of the proposed hard structure
Ideally, I would remove entire car park in front of the shops to use the space for public use
Both options are a great improvement on the current village centre
Rohan is extremely busy and with cars continually backing into fast moving traffic all I can see is continued delays
The existing Chinese Elm trees should be retained
Angled parking on Rohan Street with angled will work to slow traffic making it safer
I wonder if the space at the rear of the building could be used for market stalls
Concern over tiered levels outside cafes and its safety
More trees
Trees block shops from road in option 1
Front to kerb angled parking to be rear to kerb
Would like bike rack in car park
Coffee plants to be replanted in gardens in option 2
Include water fountain
Remove right hand turn into Rohan from Willoughby Road
More trees in option 2
Roundabout – Glenmore Street/Quiamong Street intersection and at intersection of Rohan/Glenmore Street
Include tabled seating within designs in communal space – picnic like seating
Bike racks south of Forsyth Cafe
Would like sign across road to include 'village' below 'Naremburn'
Add accessibility spot on Rohan (nominated closest angled spot near Forsyth Café)
Do not replace coffee trees outside Forsyth Café as it provides barrier
Toilet block

Question four:

Do you have any other comments?

The following comments were made in response to this question:

Figure 5 – Comments made in relation to question four

Not gaining enough parking
Clearly provide right of way directions
Minimising the danger of drivers continuing to illegally turn right from Willoughby Road traffic lights into the Quiamong Streetcar Park entrance
Use 45-degree parking on both sides of car park
Increasing outdoor area
Change position of post box to remove the need for parallel loading zone
A continuous crossing like at Merrenburn
Leaning bench out front of Forsyth Café

Responses to key issues raised in feedback

These responses are divided between the most mentioned general themes, and comments on specific issues.

General theme	Response
Shade and Seating Area	<p>Recommendation: Progress this element of concept design proposal 2 into detailed design</p> <p>Ensure where possible to include more trees into the design space. Structure will provide initial shading over seating outside lease areas whilst new trees mature. Use of the structure and excavation area will also provide for barrier to Willoughby Road and open level access to lease areas from the back.</p>
Traffic Circulation	<p>Recommendation: Implement proposed traffic circulation changes within the concept design.</p> <p>These measures include:</p> <ul style="list-style-type: none"> • Improve traffic circulation efficiency and reduce congestion at the Willoughby Road access by removing vehicles departing the Car Park onto Willoughby Road. • Improve the existing cycle facility along Quiamong Street by providing a separated contraflow southbound cycle lane, with the proposals removing the respective vehicular traffic movements here in turn removing potential conflict for these cyclists with vehicles. • Maintain a low-speed environment along Quiamong Street by reducing the overall trafficable width. • Improve pedestrian safety by reducing the pedestrian crossing width at the Willoughby Road access of the Car Park and having this section of the Car Park one-way by prohibiting the left 'exit' movement onto Willoughby Road. • Reduce vehicle and pedestrian conflicts within the Car Park by converting it too one-way northbound only. • All traffic using the Willoughby Road slip lane to enter the Car Park must turn right, and therefore could only park along the east-west aligned section of Quiamong Street near Glenmore Street, or elsewhere on the local on-street parking network. The volume of vehicles using this slip lane is small at a maximum of 11 vehicles per hour and so this is expected to have little impact on customer amenity. • Vehicles previously departing the Car Park via Willoughby Road would be required to use Quiamong Street, Glenmore Street, and Rohan Street as an alternative route to Willoughby Road. This is a detour of approximately 350 metres which should take less than one (1) minute to complete. • Vehicular traffic along Quiamong Street, Glenmore Street, and Rohan Street will increase slightly because of the above detour. The maximum hourly traffic volume currently departing the Car

	<p>Park via the Willoughby Road access is 45 vehicles, recorded on Saturday at 10:45-11:45, or one vehicle every 80 seconds.</p> <ul style="list-style-type: none"> • This increase in vehicular traffic will result in more vehicles using the newly provided pedestrian crossing facility across Rohan Street at Willoughby Road; however, the presence of “Keep Clear” road markings on Willoughby Road should ensure any increased queuing on Rohan Street and across the pedestrian crossing point is mitigated. • Public transport facilities will not be impacted in any way. • Access to the liquor store at 316 Willoughby Road, fronting Quiamong Street, will be retained as the one-way section will commence downstream (to the east) of the vehicular driveway access.
<p>Parking Changes to Rohan Street</p>	<p>Recommendation: Implement new 45-degree parking along Rohan with change to line marking as shown in both concept designs.</p> <p>This change is to create eleven proposed car spaces to the south side of Rohan Street in place of the existing seven spaces. This change would supply a net plus two spaces for the whole design area.</p> <p>The change would require replacing three motorcycle spots with one car spot, with two new dedicated motorcycle/ scooter spots in place of the three removed are allowed for within this revised line marking arrangement. An additional spot for motorcycles and scooters would be further investigated through design development for the area (Carpark and wider street parking).</p> <p>In response to concern that 45-degree angled parking would disturb residential houses along Rohan Street where revising of angled parking is proposed, the new angled parking will be rear to kerb mitigating head lights shining up into housing. Lighting from brake lights would be considered a lower level of impact in relation to existing height differences from street to house, extent and height of boundary walls, and existing vegetation further assisting in diffusing emitted light.</p>
<p>Improved Smoother Level Changes</p>	<p>Recommendation: Progress with Option 2 public domain layout</p> <p>Noting the following inclusions:</p> <ul style="list-style-type: none"> • Level pad across all leased areas • Open level access from back shaded area to leased areas. • Use of design elements for big level changes around the leased areas such a tiered garden, seating and leaning bench/ high table. • Maintain pedestrian movement towards shops to move through the space and beyond. • Excavate area to provide additional public space with level (accessible) access to lease areas.
<p>Barrier to</p>	<p>Recommendation: Excavate area to provide additional public</p>

Willoughby Road	<p>space behind lease areas</p> <p>By</p> <ul style="list-style-type: none"> Using fixed structures and low walls to provide pedestrian safer entry points and movement for pedestrians through the space. Mitigate 600mm set back between road and structure being used as a desire line with use of low planting.
Other	<p>Recommended Inclusions:</p> <ul style="list-style-type: none"> Narrowed entrance to carpark with zebra crossing Compliant accessible park space and shared zone in carpark Repurpose of two car spaces within carpark to expand public domain and improve pedestrian circulation and space. Existing coffee plants to be potted up for leasee to utilise in their leased outdoor space Explore inclusion of bike racks south of Forsyth café and bike pump and maintenance station. <p>Recommended Exclusions:</p> <ul style="list-style-type: none"> Additional Welcome to Naremburn sign

In response to specific issues raised not covered above within general themes:

Specific issue raised by respondent	Response
Speeding Traffic in Rohan Street	<ul style="list-style-type: none"> The traffic calming device (narrowed speed hump midway down Rohan) is aimed at slowing traffic down to increase safety for the area. The addition of angled parking either side of the narrowed speed hump, through narrowing of the road carriageway, will aid existing measures to encourage and maintain a low-speed environment along the whole of Rohan Street.
Parking concerns from local residents	<ul style="list-style-type: none"> Concern that the 45-degree angled parking would disturb residential houses along Rohan Street through increased noise and headlights shining into properties. In response to this feedback revising of angled parking is proposed to be rear to kerb mitigating head lights shining up into housing. Lighting from brakes lights would be considered a lower level of impact and existing boundary walls, vegetation and height clearance from street to house windows further assist in diffusing emitted light. A change to line marking for 45-degree car spots is required to ensure retention of all 11 proposed car spaces to the south side of Rohan Street. The change would require replacing three motorcycle

	<p>spots with one car spot. Two dedicated motorcycle/ scooter spots in place of the three removed would be allowed for within this revised line marking arrangement.</p>
Clarity on actual number of car parking spaces	<ul style="list-style-type: none"> Following the response, further investigations have identified a change to the line marking in Rohan Street provides for eleven car spots and four motorcycle spots. An increase to car parking of four to Rohan Street and net plus of two for the design space. This line marking also provides for four motorcycle parking spots a net plus of one. The numbers for car spaces increase from seven to eleven and motorcycle spaces from three to four in Rohan Street
Removal of pedestrian path along Willoughby Road	<ul style="list-style-type: none"> Overall feedback supports the proposed changes to pedestrian movement closer to the retail area and the leased dining areas, and use of the existing footpath as additional community space for shaded seating, together with creating a safety, visual and sound barrier to Willoughby Road
Exit only from car park onto Willoughby Road	<ul style="list-style-type: none"> There is an existing limitation on right turns from the car park and a left turn provides less than one car length before the traffic lights. The single one-way proposal into the car park will enhance vehicle and pedestrian safety within the car park and along Willoughby Road

Attachments

Attachment A – Community Consultation Presentation November 30, 2022



WILLOUGHBY CITY COUNCIL

Naremburn Local Centre Streetscape Upgrade



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Agenda



- Background
- Key considerations
 - Parking
 - Traffic Circulation
- Concept Proposals – Phillips Marler
 - Site analysis and opportunities
 - Concept Proposal 1
 - Concept Proposal 2
- Concept Design Constraints
- Next Steps

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Background



- **June 2020: Local Centre Strategy 2036** - Aims to promote a network of thriving, attractive and distinctive Local Centers throughout the LGA – underwent extensive Community consultation.
- **Feb 2020: Traffic Committee** supported Pedestrian Access Mobility Plan (PAMP)
- **March 2022: Community consultation** at Naremburn Co-Design Workshop
- **December 1 to 24 2022** - Concept design for **consultation**

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Streetscape Upgrade



Considerations / Opportunities	Stakeholders
<ul style="list-style-type: none">• Improve pedestrian amenity and safety• Optimised Parking• Improved alfresco dining• Naremburn Character• New Public space• Budget \$1,050,000 (total)• Revise completion date for external funding• Construction impacts on the operation of the centre	<ul style="list-style-type: none">• Local residents and centre users• Naremburn Progress Association (NPA)• Naremburn Chamber of Commerce• Department of Infrastructure, Transport, Regional Development and Communications (funding)• Sydney Water• Jemena

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Parking Survey Results



Survey were undertaken within carpark and surrounding streets (Willoughby Rd, Quiamong St, Glenmore St, Rohan St) on a Friday, Tuesday and Saturday

Peak times:

- Friday 12:30pm
 - 1 space available in carpark
 - 11 spaces available in surrounding streets
- Friday 6 – 6:30pm
 - 0 spaces available in carpark
 - 18 spaces available in surrounding streets.

Median Day, Peak Times:

- Tuesday 7:30am
 - 3 spaces available in carpark
 - 27 spaces available in surrounding streets
- Tuesday 12 – 12:30pm
 - 2 spaces in carpark
 - 12 spaces available in surrounding streets.

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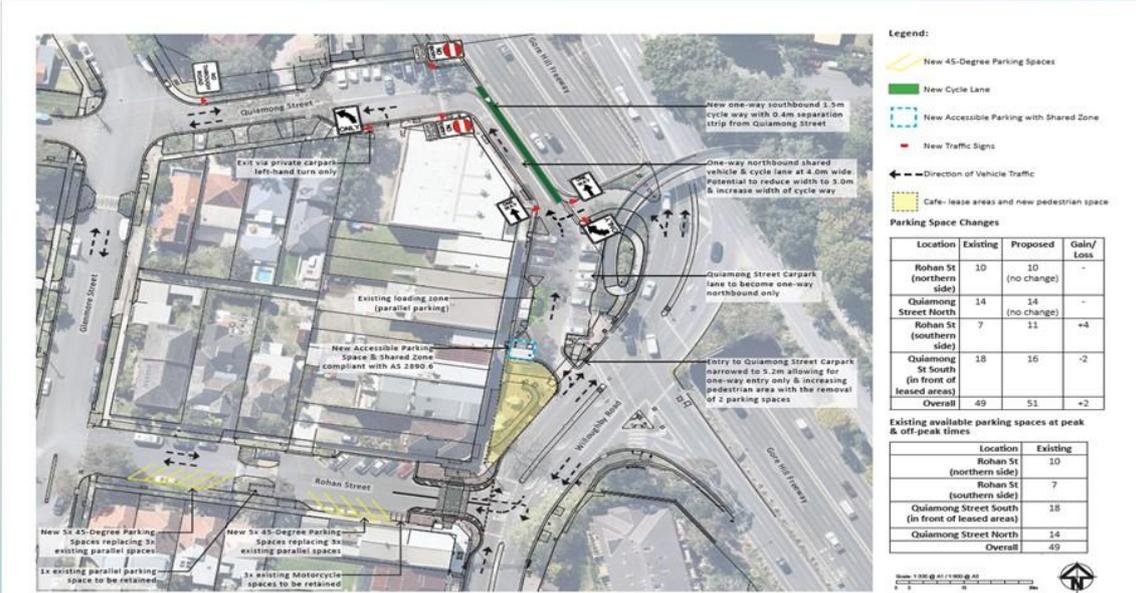
Proposed Traffic Circulation and Parking – Objectives



- Minimise traffic movement to one way through carpark
 - with zebra crossing across narrowed entrance to slow traffic entering
 - Provides for improved traffic circulation, reduced congestion and safer pedestrian access
- Minimise conflict between major bike route and traffic flow
 - through separation of south bound bike lane along Quiamong Street
- Additional angled parking located along Rohan Street
 - Net gain of 2 spaces

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Proposed Traffic Circulation and Parking



- Legend:**
- New 45-Degree Parking Spaces
 - New Cycle Lane
 - New Accessible Parking with Shared Zone
 - New Traffic Signs
 - Direction of Vehicle Traffic
 - Cafe-lease areas and new pedestrian space

Parking Space Changes

Location	Existing	Proposed	Gain/Loss
Rohan St (northern side)	10	10 (no change)	-
Quilomong Street North	14	14 (no change)	-
Rohan St (southern side)	7	11	+4
Quilomong St South (in front of leased areas)	18	16	-2
Overall	49	51	+2

Existing available parking spaces at peak & off-peak times

Location	Existing
Rohan St (northern side)	10
Rohan St (southern side)	7
Quilomong Street South (in front of leased areas)	18
Quilomong Street North	14
Overall	49



Proposed Parking & Vehicle Circulation Plan
Preliminary Concepts
Naremburn Town Centre Upgrades

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Concept proposals - Site Analysis



Power supply used for street markets and events held in Quilomong Street Carpark such as Tastes of Naremburn

Recycling wheeler bin in use as the bin enclosure (behind) are used for general waste only

Lessee's furniture, generally varied, Council wishes to retain the level of choice across the site.

The steps & raised plant bed contribute to the sense that the lease area is out of the public domain the pavement is sloping with steps along the paving marked with yellow paint.

The Coffea arabica (Coffee) in the raised plant bed planted has formed into a hedge, creating a screen with some filtered views between Willoughby Road and the Leased Area

Lessees have placed movable planters to define their lease area. Varying table settings and umbrellas are used and will remain.

Review existing tree location in relation to extended pedestrian space - consider removal and / or relocation

The current accessible parking space & shared zone is not compliant with AS 2890.6

The community noticeboard is positioned directly adjacent to pram-ramp, any onlookers would block access

Pedestrian crossing over carpark entry does not stand out from surrounding road surfaces & does not encourage drivers to slow down when entering carpark

Pedestrians are required to navigate around several light posts, road signs and barriers to access the pedestrian overpass beyond



Site Analysis
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Concept proposals - Site Analysis



Site Opportunities



Improving the Outdoor Lease Areas

- Create improved level access to each lease and new public domain areas. Levels are challenging with the sloping pavement making dining spaces less usable.
- Use contrasting pavement materials and consider disabled access in the division of the space to create defined lease areas in the ground.

Night-Time Use

- Provision for connection of lighting once trees mature to create a night time atmosphere in the local centre.

Materials and Finishes

- The use of brick paving across the site creates a cohesive appearance to the pavement but does not assist in creating distinct environments.
- Other suitable materials should be considered such as sandstone paving and concrete paving.
- Elements such as walls, steps and high bench tables should be considered for defining spaces and organising pedestrian movement around the centre.

Trees and Planting - ensuring there is sufficient planting around the site

- Arboricultural assessment of the existing trees advises that one Robinia pseudacacia 'Friskia' (Golden Robinia) should be removed. Consider replacement of 2x Ulmus parvifolia (Chinese Elm).
- New native tree plantings should be considered for the pedestrian space to contribute shade and enhance the environment.

Enhancing Site Character

- Naremburn Town Centre is a place for the local community. Many come to the site by bike and some on foot. The built environment is one and two storeys with small shops including cafes and restaurant.
- Local scale businesses such as 'Forsyth Cafe' create a community hub of small restaurants, takeaway and other elements. New works should build on the community hub and sense of place, improve disabled access and paths of travel.
- The presence of the coffee plants shows some community initiatives. Plants can be potted up and placed close to the cafe.

Visual Environment

- The site is a visually busy urban environment with vehicle and pedestrian movement as well as the continuous noise of traffic from the Gore Hill Expressway. The urban environment is quite cluttered with a range of urban elements and trees which cut off views from Willoughby Road.
- Consider tree planting or pergola and screens for the aesthetics and comfort of the space.

Simplify Vehicle Circulation and Creation of Parking Spaces

- The car park has nineteen car parking spaces, providing parking for visitors to the restaurants and retail shops in the study area. The car park needs improvements to pedestrian accessibility as well as changes to car parking management and provision of traffic circulation in Quaiamong Street both in the car park and at the north of the street.
- Parking has been increased in Rohan Street by changing parallel parking to angled parking, increasing opportunities for parking around the centre.

Opening up the Public Space - better pedestrian experience

- Pedestrians move in multi-directions around the site. Movement through the lease areas is limited by planting beds and stepped walls to the east, restricting movement and visibility into the site.
- By re-purposing two parking spaces, the public domain will be expanded and circulation can be improved in all directions, particularly across the car park entry and north towards Rohan Street. The pedestrian areas need opening for better visibility and clear paths of movement through and across the site.
- Access is challenging with a sloping pavement which has some unevenness restricting room for table settings and lacks level access.
- Crossing the car park entry from the pedestrian space to the fly-over bridge needs more definition.

Design Concept – Proposal 1



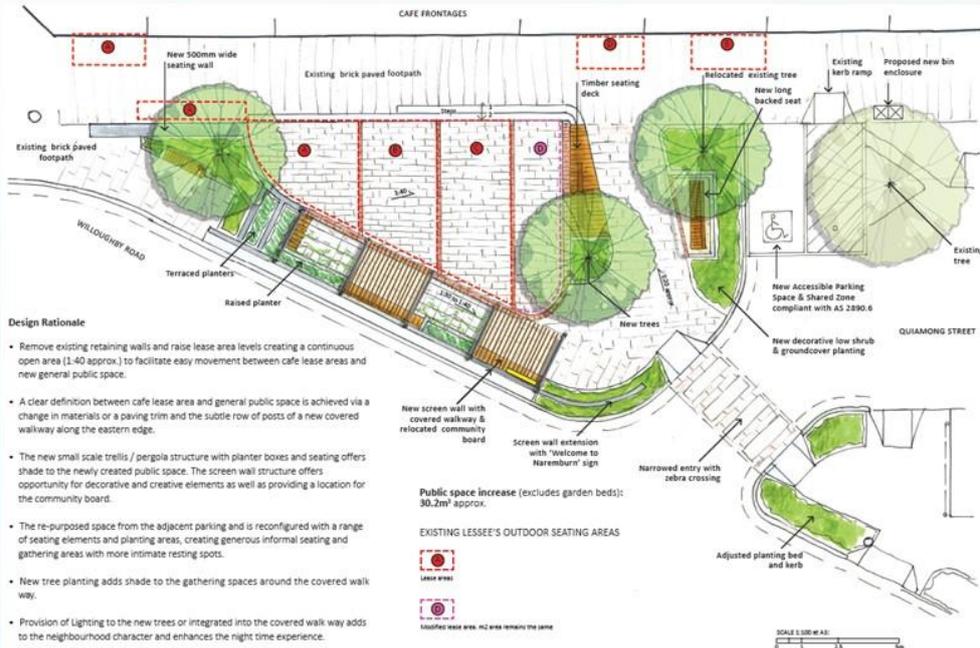
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Design Concept – Proposal 1



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Design Concept – Proposal 2



Design Rationale

- Remove existing retaining walls and raise lease area levels creating a continuous open area (1-40 approx.) to facilitate easy movement between cafe lease areas and new general public space.
- A clear definition between cafe lease area and general public space is achieved via a change in materials or a paving trim and the subtle row of posts of a new covered walkway along the eastern edge.
- The new small scale trellis / pergola structure with planter boxes and seating offers shade to the newly created public space. The screen wall structure offers opportunity for decorative and creative elements as well as providing a location for the community board.
- The re-purposed space from the adjacent parking and is reconfigured with a range of seating elements and planting areas, creating generous informal seating and gathering areas with more intimate resting spots.
- New tree planting adds shade to the gathering spaces around the covered walk way.
- Provision of Lighting to the new trees or integrated into the covered walk way adds to the neighbourhood character and enhances the night time experience.

Design Concept – Proposal 2



Materials Palette



Seating and planters



Tree planting options



Elaeocarpus kumundi - Smooth leaved
Quindong - 10-15m



Waterhousea floribunda 'S11' Whisper
Weeping Lily Pilly - 8-10m



Banksia integrifolia - 8-10m
Coast Banksia



Buckinghamia calycina - 12-15m
Ivory Curl Flower

Ground surface material options



Coloured Concrete



Sandstone wall cladding or paving trim



Indicative Materials & Planting
Preliminary Concepts
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Concept Design Constraints



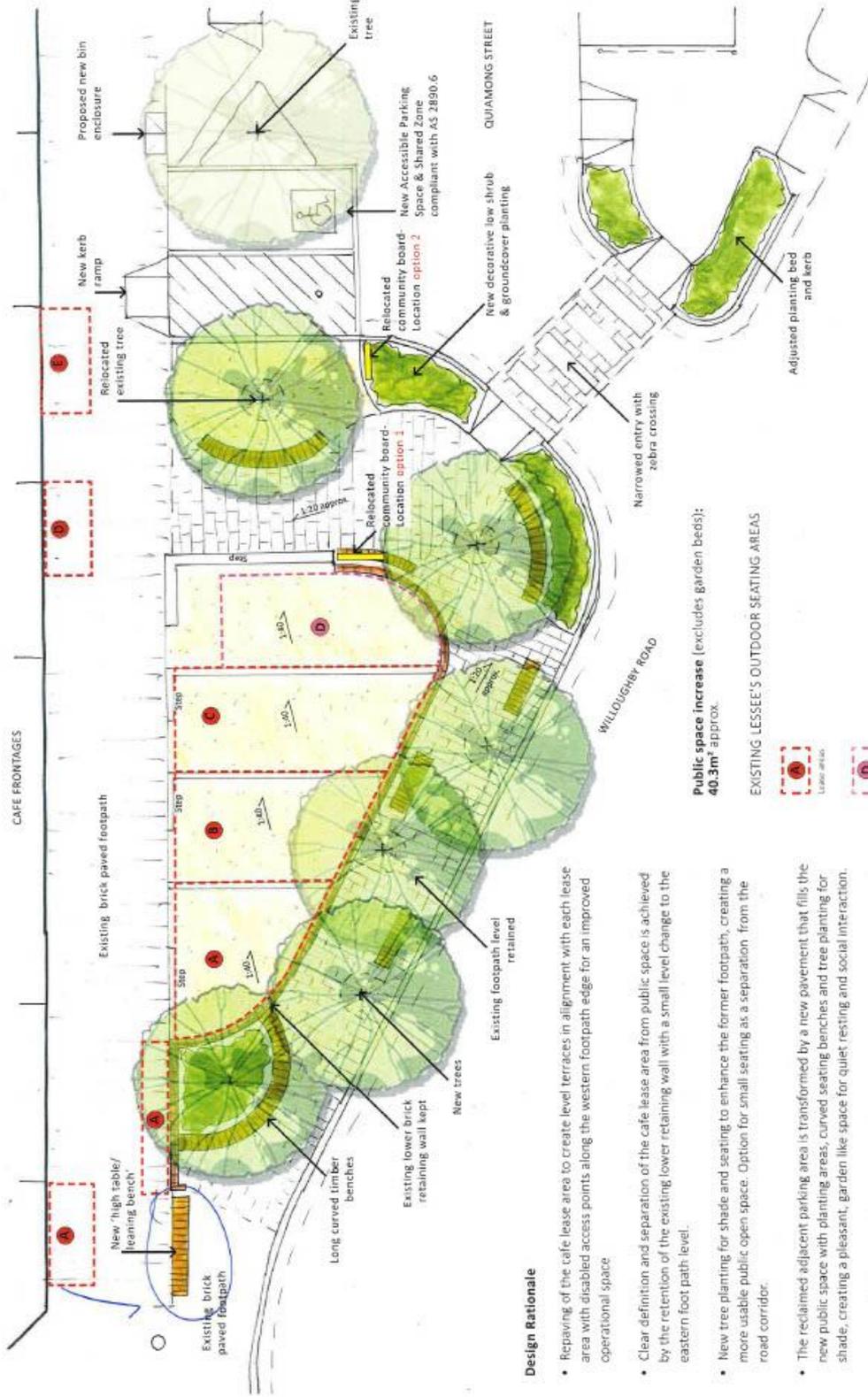
- Fixed construction budget: \$750k.
- Considerations that could alter timing and scope of design:
 - Quantity Surveyor cost plan revisions through design documentation
 - Final cost and lead times of materials during current scarce supply chains.
 - Skilled labour shortages and employment costs.
 - State authority approval timelines and requirements in building around existing services.
 - Construction tender prices
- Potential Solutions to manage constraints:
 - Value manage at 50%, 80%, and pre-tender (100%) design stage to align with budget.
 - Deliver project in stages over future financial years.

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Next Steps



- **1 to 24 December 2022:** Community consultation on concept designs
 - **January 2023:** Move into detailed documentation
 - **March 2023:** Community information session at 50% documentation
 - **Mid 2023:** Tender for construction
 - **Mid to late 2023:** Construction period
- Ongoing stakeholder consultation by project team with stakeholders
- Key Contact: Jessica Bain, Community Liaison Officer



Design Rationale

- Repairing of the cafe lease area to create level terraces in alignment with each lease area with disabled access points along the western footpath edge for an improved operational space
- Clear definition and separation of the cafe lease area from public space is achieved by the retention of the existing lower retaining wall with a small level change to the eastern foot path level.
- New tree planting for shade and seating to enhance the former footpath, creating a more usable public open space. Option for small seating as a separation from the road corridor.
- The reclaimed adjacent parking area is transformed by a new pavement that fills the new public space with planting areas, curved seating benches and tree planting for shade, creating a pleasant, garden like space for quiet resting and social interaction.
- Provision for lighting to the new trees add to the neighbourhood character and enhance the dining experience.

Public space increase (excludes garden beds): **40.3m²** approx.

EXISTING LESSEE'S OUTDOOR SEATING AREAS



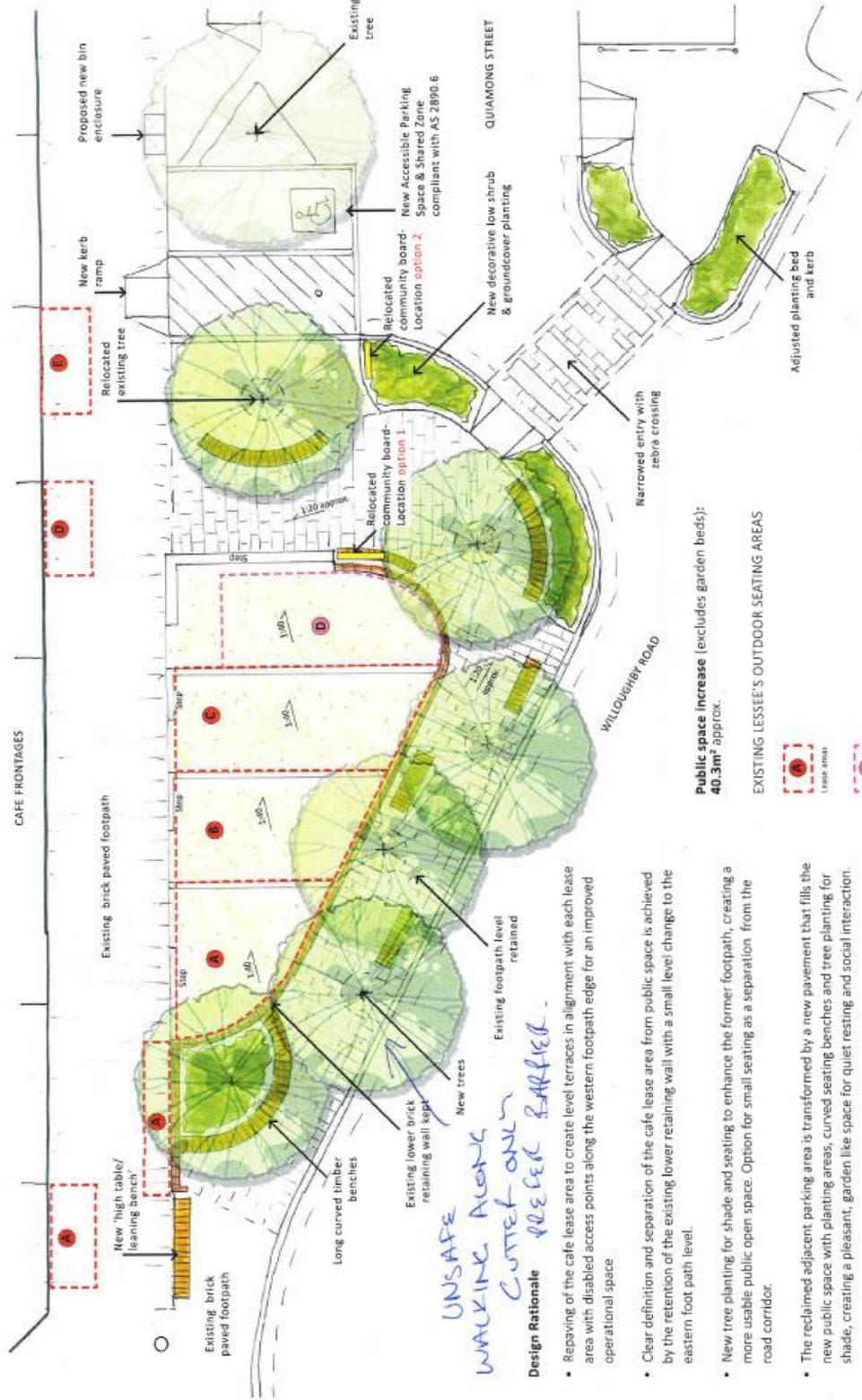
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Design Concept Option 1

Preliminary Concepts
Merimburn Town Centre Upgrades





UNSAFE WALKING ALONG CURVE ONLY REFERENCED

Design Rationale

- Repairing of the cafe lease area to create level terraces in alignment with each lease area with disabled access points along the western footpath edge for an improved operational space
- Clear definition and separation of the cafe lease area from public space is achieved by the retention of the existing lower retaining wall with a small level change to the eastern foot path level.
- New tree planting for shade and seating to enhance the former footpath, creating a more usable public open space. Option for small seating as a separation from the road corridor.
- The reclaimed adjacent parking area is transformed by a new pavement that fills the new public space with planting areas, curved seating benches and tree planting for shade, creating a pleasant, garden like space for quiet resting and social interaction.
- Provision for lighting to the new trees add to the neighbourhood character and enhance the dining experience.

SCALE 1:100 (A3)
0 1 2 3 4 5m



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Design Concept Option 1

Preliminary Concepts
Naremburn Town Centre Upgrades



This site attracts higher than average foot traffic. The Council's plans to improve the site's safety and accessibility are a priority.



Part of Open Space area covered by traffic in front of building paved in ~ Open 2.1.2022

Design Rationale

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Design Concept Option 1
 Preliminary Concepts
 Nairamburn Town Centre Upgrades

*bike rack in car space:
*water fountain:

prefer more trees



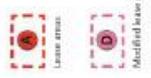
Prefer this as safer for chm.

Design Rationale

- Remove existing retaining walls and raise lease area levels creating a continuous open area (1:40 approx.) to facilitate easy movement between cafe lease areas and new general public space.
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- New tree planting adds shade to the gathering spaces around the covered walk way.
- Provision for lighting to the new trees or integrated into the covered walk way adds to the neighbourhood character and enhances the night time experience.

Public space increase (excludes garden beds): 30.2m² approx.

EXISTING LESSEE'S OUTDOOR SEATING AREAS



Design Concept Option 2

Preliminary Concepts
Naremburn Town Centre Upgrades

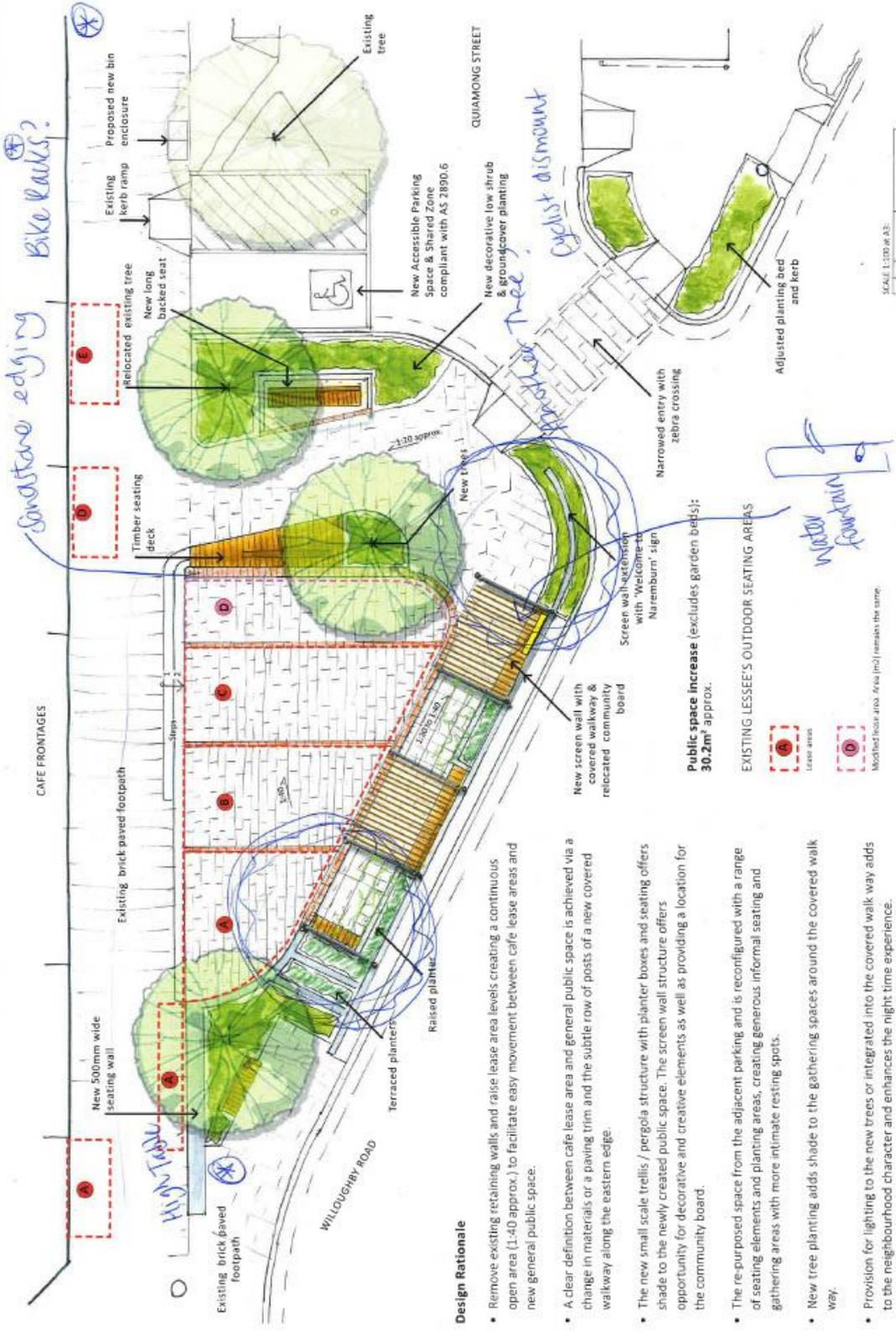


Page 7
Date: 30.11.2022
Issue for consultation



WILLOUGHBY CITY COUNCIL





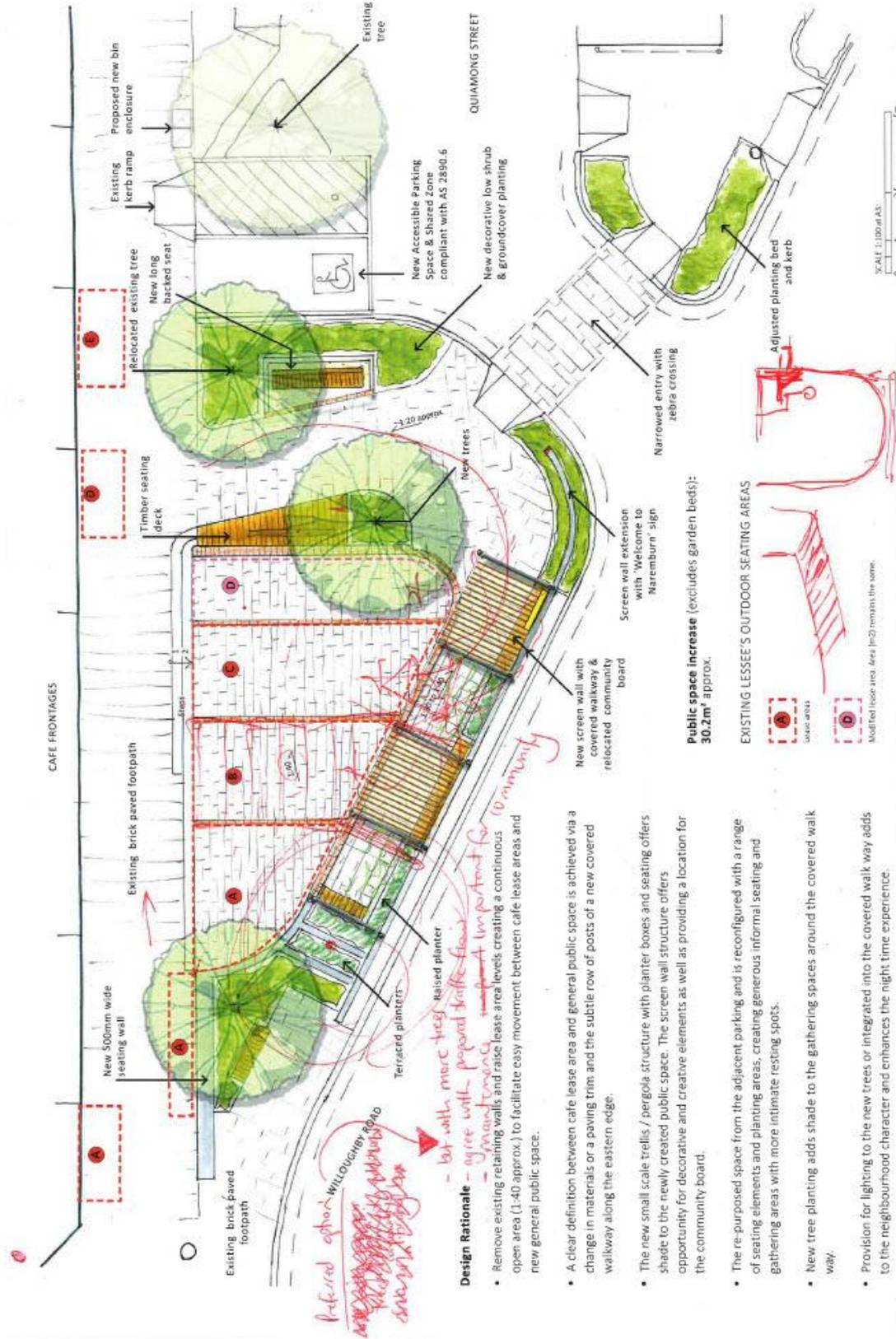
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EXISTING LESSEE'S OUTDOOR SEATING AREAS



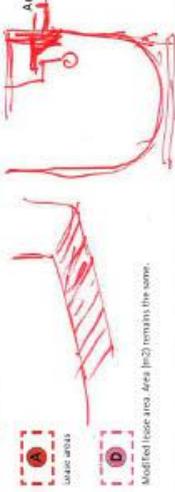


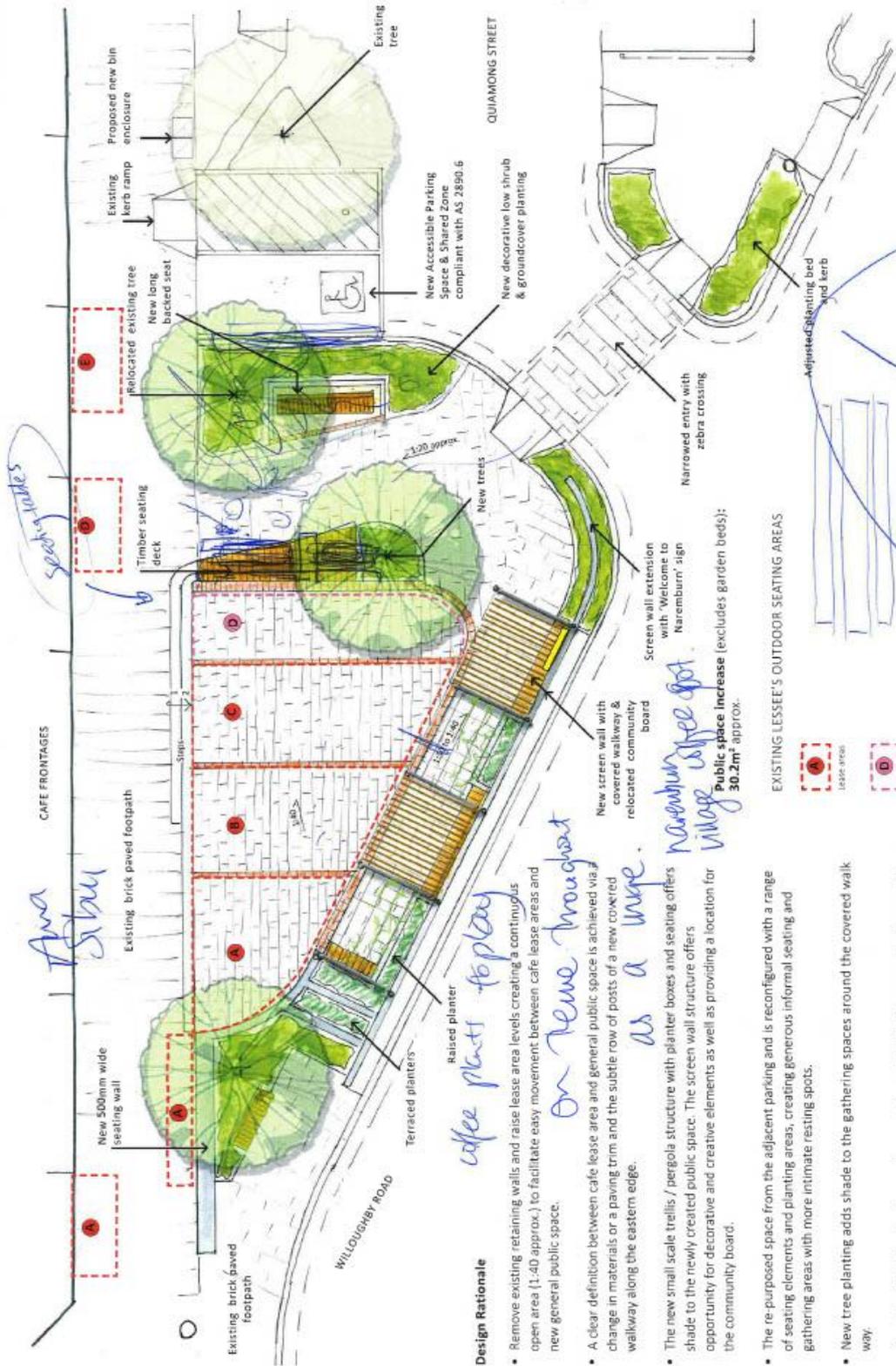
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EXISTING LESSEE'S OUTDOOR SEATING AREAS



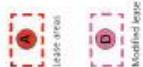


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coffee plants to play on new throughout as a large village coffee spot

EXISTING LESSEE'S OUTDOOR SEATING AREAS



Modified grass area Area (m2) remains the same



SCALE 1:100 (A3)
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 Stage: For consultation

Overall design

Design Concept Option 2
 Preliminary Concepts
 Naremburn Town Centre Upgrades



WILLOUGHBY CITY COUNCIL

*D Moving pedestrians away from road to shops.



include planting to mitigate movement of the road and negative young kids running to roads

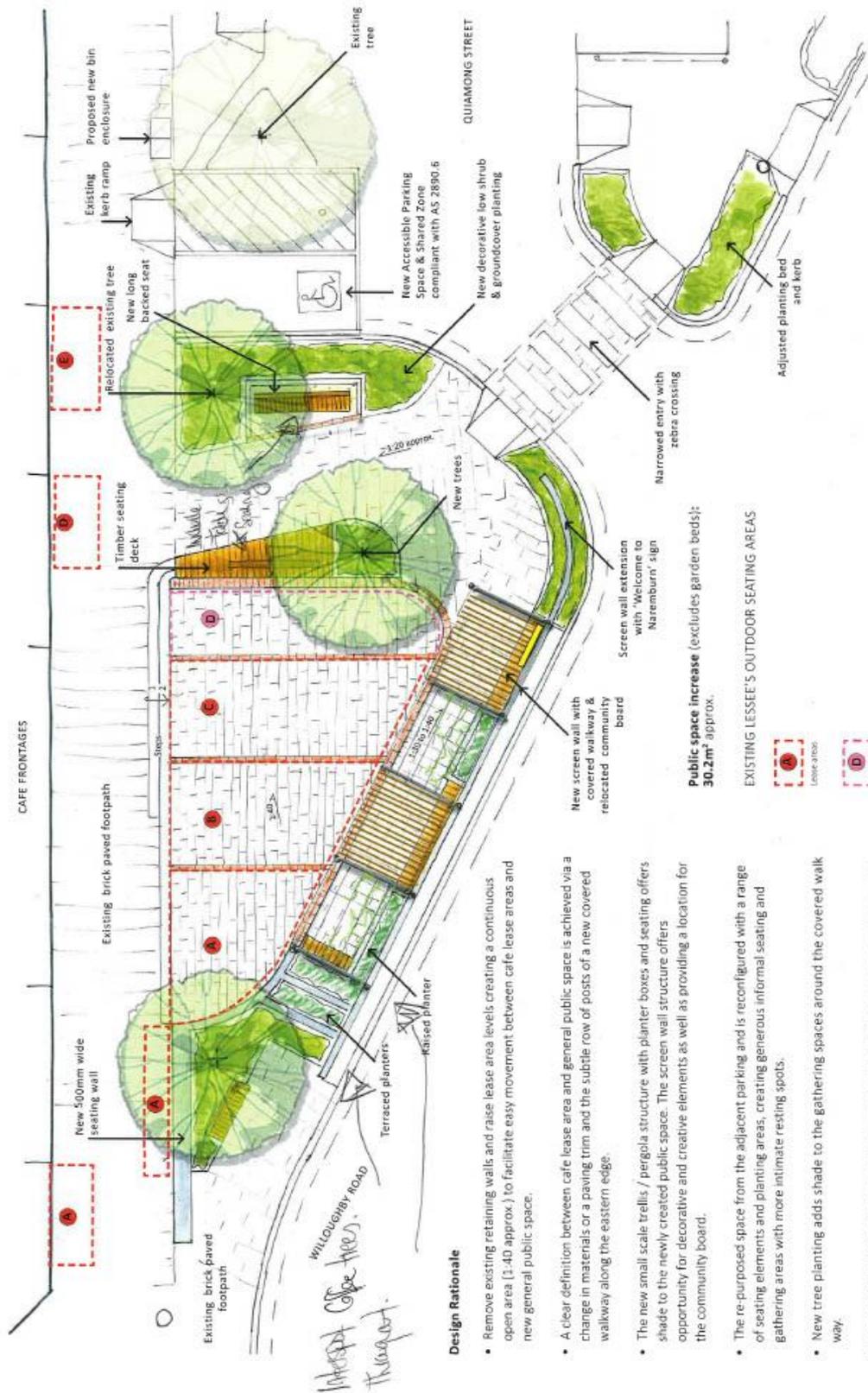
Design Rationale remove existing retaining walls and raise lease area levels creating a continuous open area (1:40 approx.) to facilitate easy movement between cafe lease areas and new general public space.

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Public space increase (excludes garden beds): 30.2m² approx.

EXISTING LESSEE'S OUTDOOR SEATING AREAS

Would prefer to see sign access road better utilised rather visually with winding village below



Intercept Cafe (100) Transport

Design Rationale

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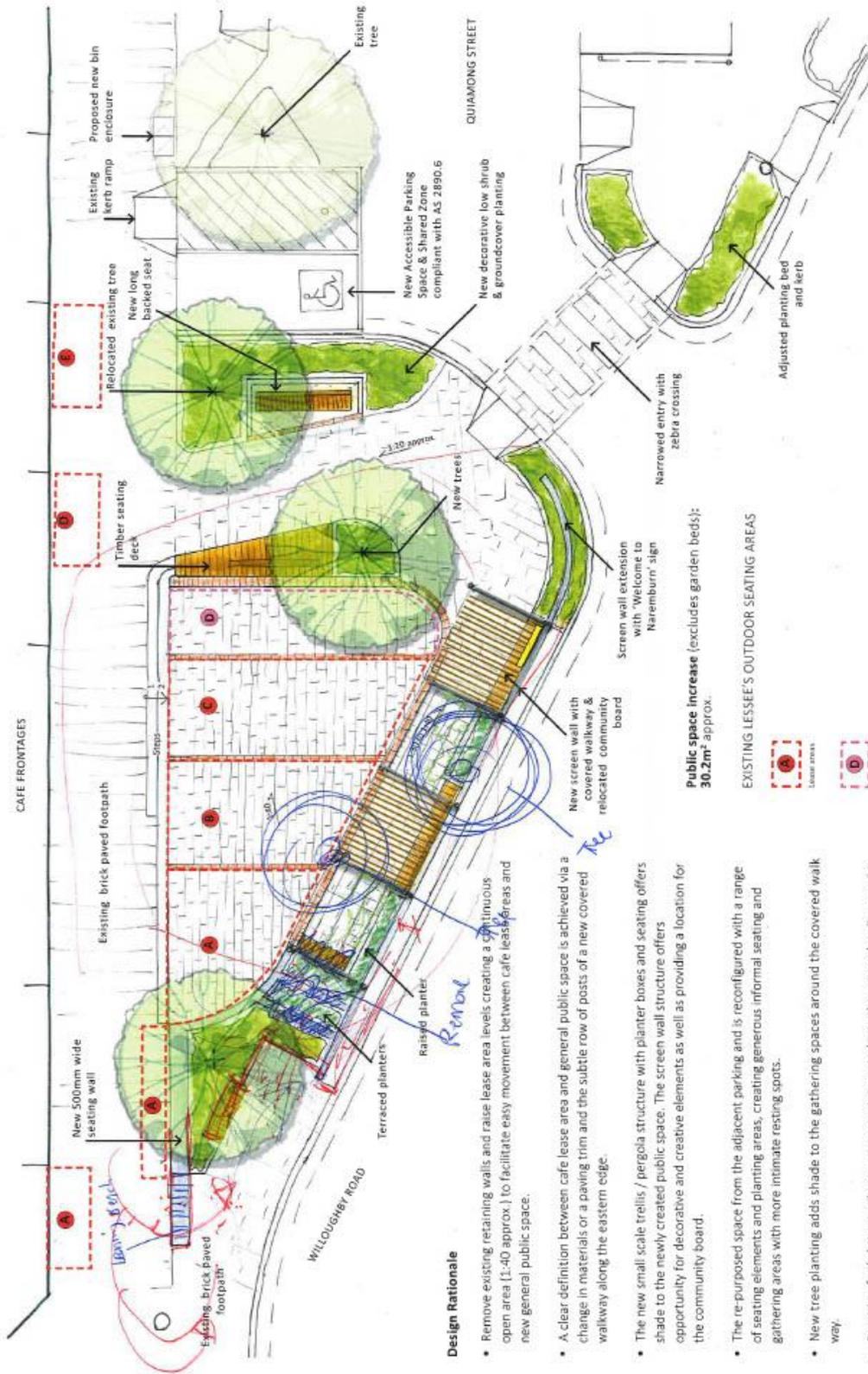
Public space increase (excludes garden beds): 30.2m² approx.

EXISTING LESSEE'S OUTDOOR SEATING AREAS



philippsmarler
 pbc
 Stellen

Design Concept Option 2
 Preliminary Concepts
 Naremburn Town Centre Upgrades



Design Rationale

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Bike RAMP for Naremburn for Naremburn Bikes for Naremburn

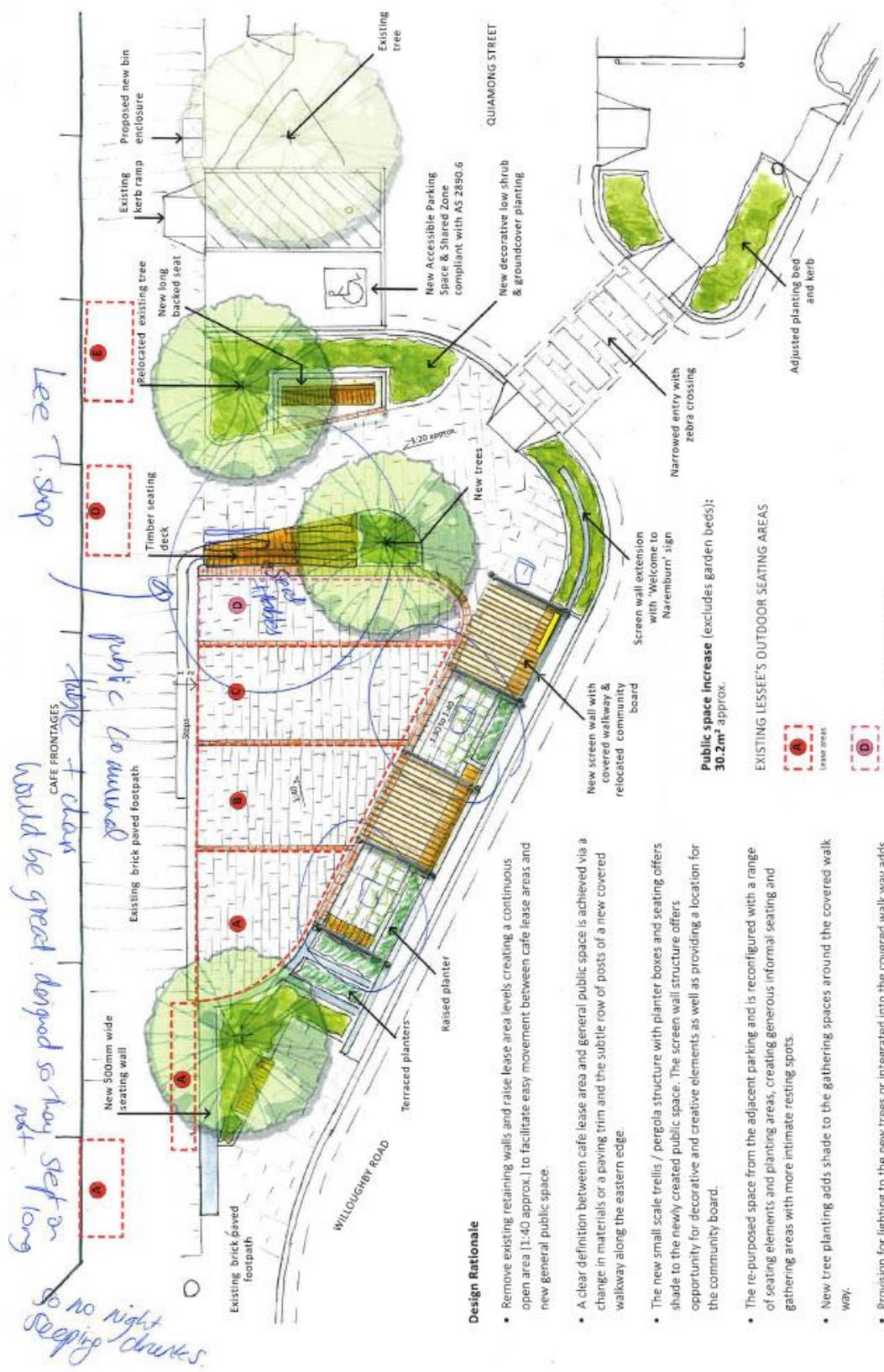
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Public space increase (excludes garden beds): **30.2m²** approx.

EXISTING LESSEE'S OUTDOOR SEATING AREAS





Lee T stop

public covered

new 500mm wide seating wall

so no night drinks

cafe frontages would be great dropoff so they set on rest

Design Rationale

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EXISTING LESSEE'S OUTDOOR SEATING AREAS





Tides = good idea

Preferred option
 x like shading provisions - minimize benefits
 Screen wall give noise safety barrier

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EXISTING LESSEE'S OUTDOOR SEATING AREAS

- A Lease area
- B Modified base area (see Area 102 for details the same)

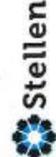
x KEY ISSUE

This area needs a public toilet to support cafe's shops. High priority for residents. Could locate under over pass.



Design Concept Option 2

Preliminary Concepts
 Naremburn Town Centre Upgrades



phillipmarler

PHILLIP MARLER ARCHITECTS
 10/110 COLLEGE STREET, SUITE 101, MELBOURNE VIC 3000
 PHILLIPMARLER.COM.AU

PREFE OPTION 2



* Make trees break of structure to fit trees

Design Rationale

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EXISTING LESSEE'S OUTDOOR SEATING AREAS



SCALE 1:100 @ A3:
0 1 2.5 5m



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Date: 30.11.2022
Issue: For consultation

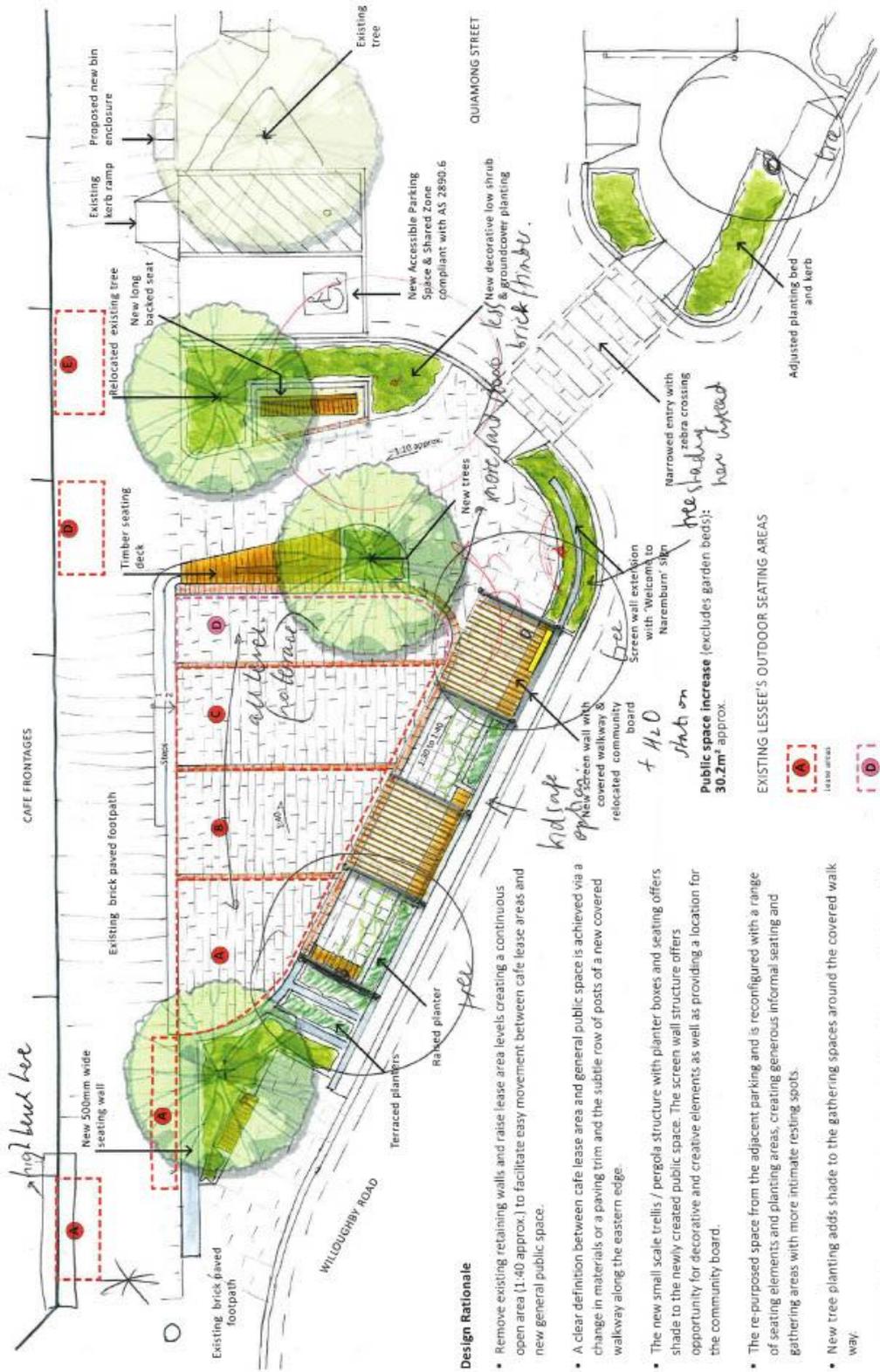


Design Concept Option 2

Preliminary Concepts
Naremburn Town Centre Upgrades



phillipsmarter
PHILLIP SMARTELL & ASSOCIATES
ARCHITECTS AND URBAN PLANNERS
100/102 WILLOUGHBY ROAD, NAREMBURN NSW 1505
PHILLIPSMARTELL.COM.AU



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EXISTING LESSEE'S OUTDOOR SEATING AREAS



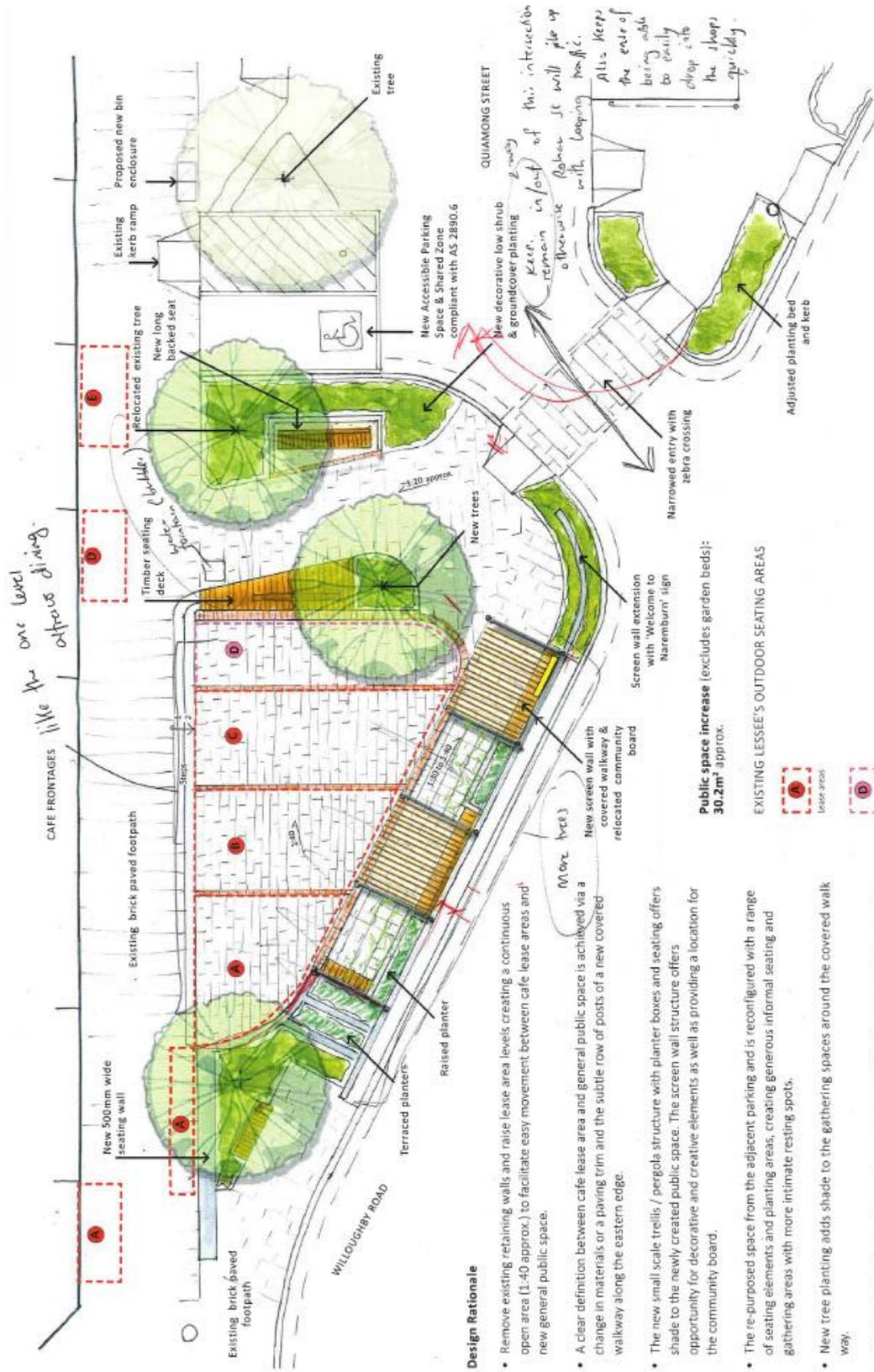
Modified lease area. Area (B) remains the same.

Public space increase (excludes garden beds): 30.2m² approx.

Design Concept Option 2

Preliminary Concepts
Nareburn Town Centre Upgrades





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EXISTING LESSEE'S OUTDOOR SEATING AREAS



SCALE 1:100 AT A1
0 1 2.5 5m



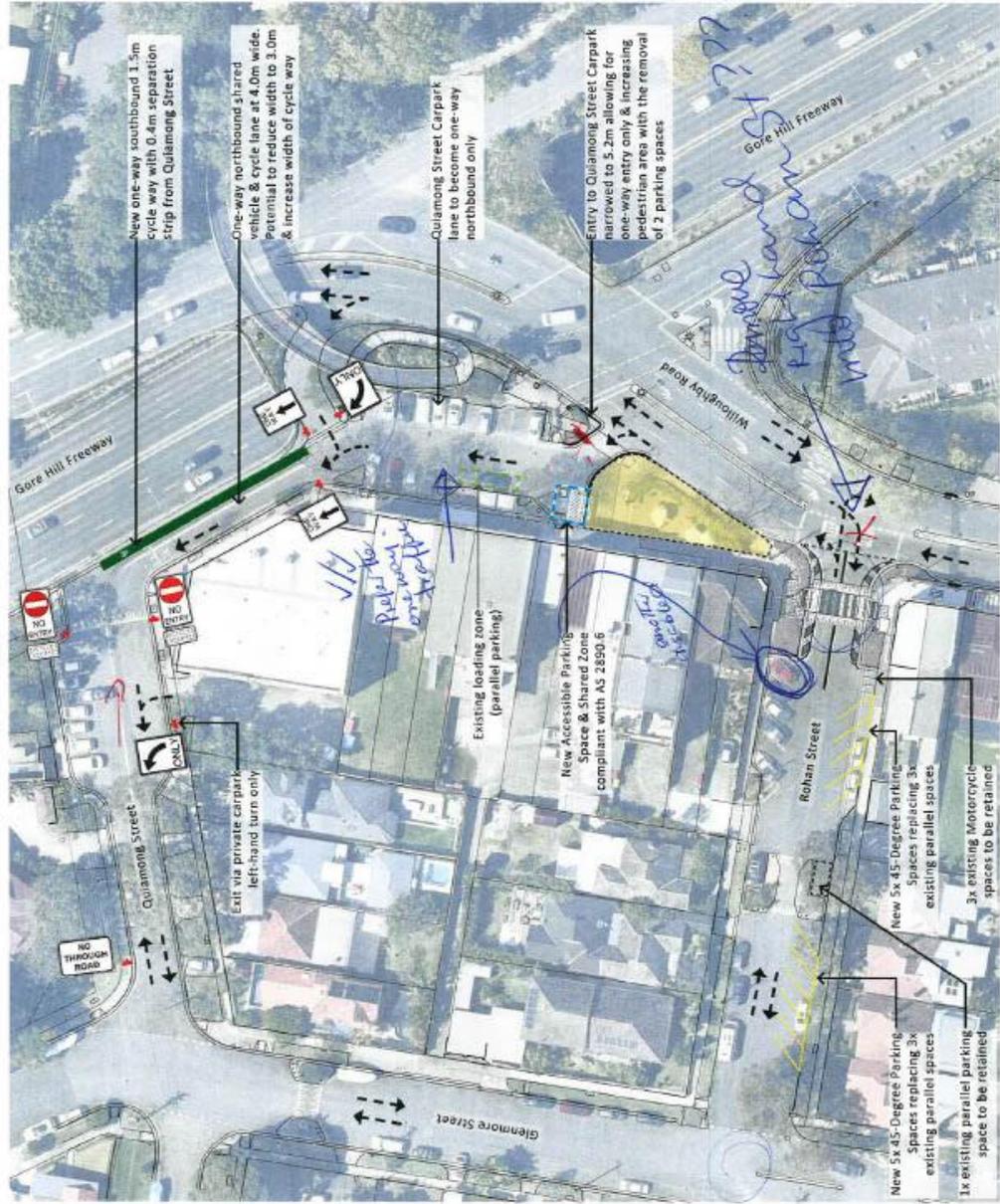
Design Concept Option 2

Preliminary Concepts
Naremburn Town Centre Upgrades



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02/08/2023
Issue for consultation





Legend:

- New 45-Degree Parking Spaces
- New Cycle Lane
- New Accessible Parking with Shared Zone
- New Traffic Signs
- Direction of Vehicle Traffic
- Cafe-lease areas and new pedestrian space

Parking Space Changes

Location	Existing	Proposed	Gain/Loss
Rohan St (northern side)	10	10 (no change)	-
Quiamomg Street North	14	14 (no change)	-
Rohan St (southern side)	7	11	+4
Quiamomg Street South (in front of leased areas)	18	16	-2
Overall	49	51	+2

Existing available parking spaces at peak & off-peak times

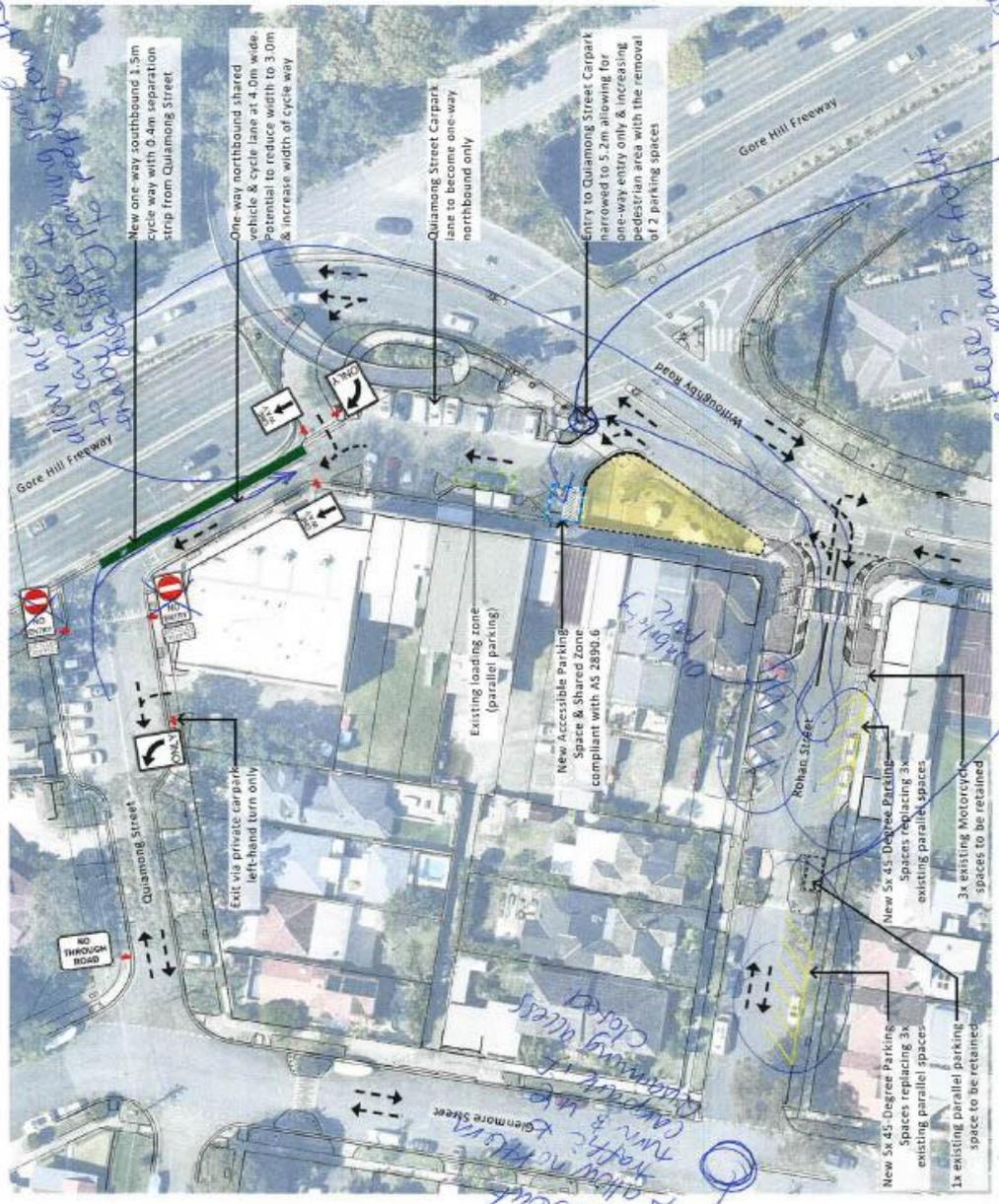
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philippsmarler
 100 Years of Excellence
 philippsmarler.com.au

Handwritten: north of disabled on park Rohan

Legend: Disabled on park Rohan



Parking Space Changes

Location	Existing	Proposed	Gain/Loss
Rohan St (northern side)	10	10 (no change)	-
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Agree i flow of traffic in this plan.



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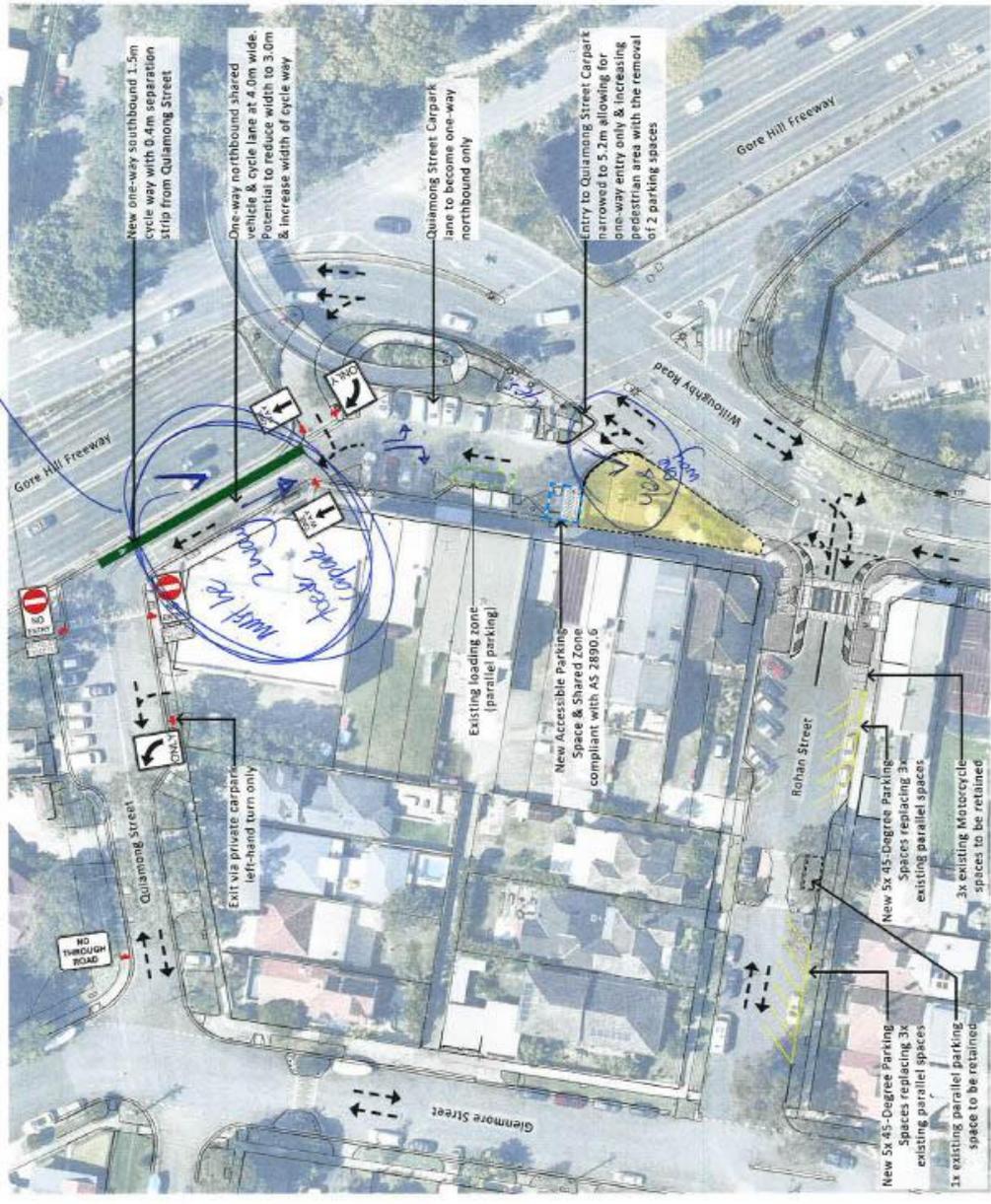
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to avoid congestion + v fins for a hydrope.

- Legend:**
- New 45-Degree Parking Spaces
 - New Cycle Lane
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 - New Traffic Signs
 - Direction of Vehicle Traffic
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Parking Space Changes

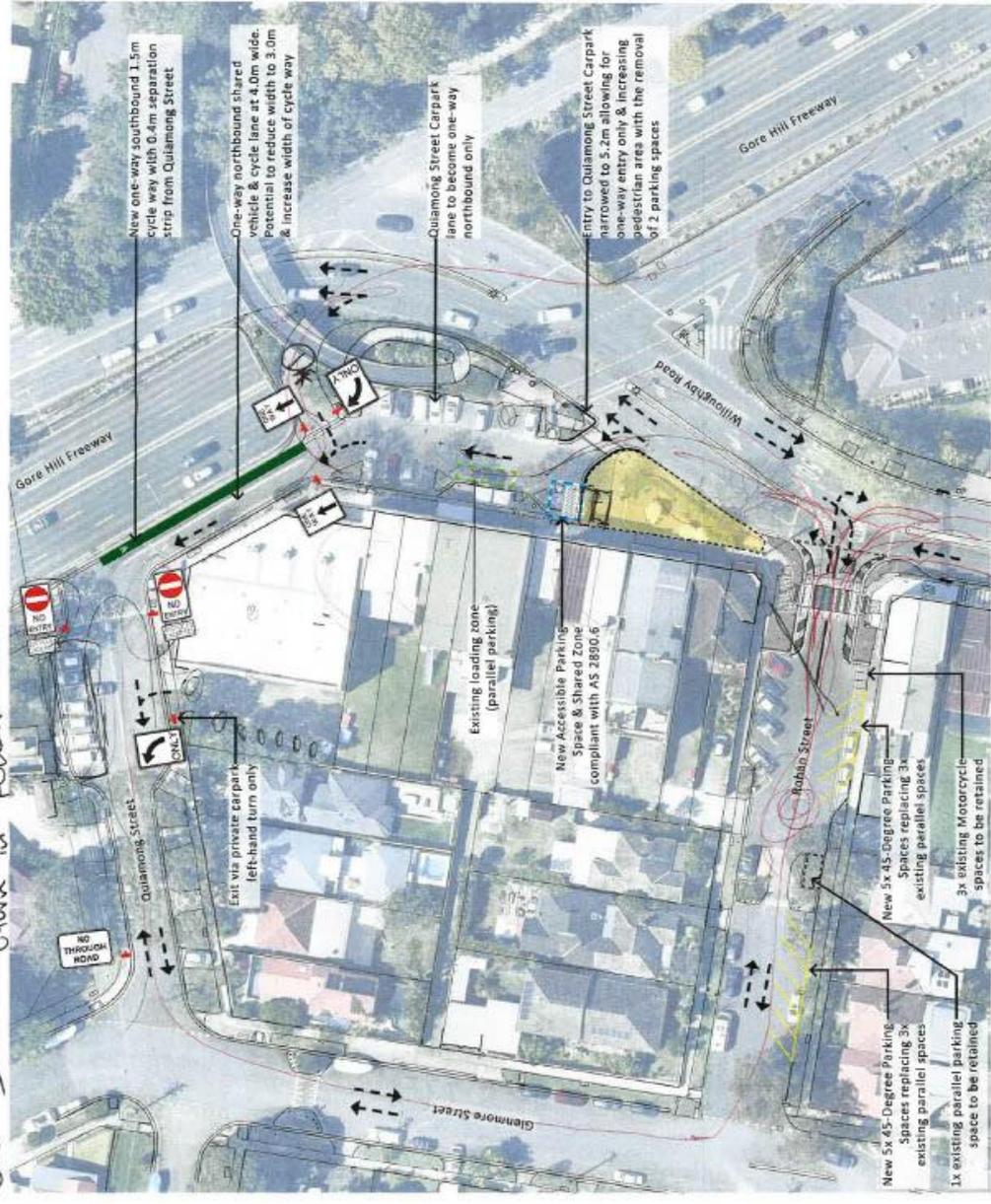
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① negative southbound Willoughby Rd traffic can not gain access to any park accessibility space without turn in before
 ② Would like to see moved/disabled spaces.



Legend:
 New 45-Degree Parking Spaces
 New Cycle Lane
 New Accessible Parking with Shared Zone
 New Traffic Signs
 Direction of Vehicle Traffic
 Cafe-lease areas and new pedestrian space

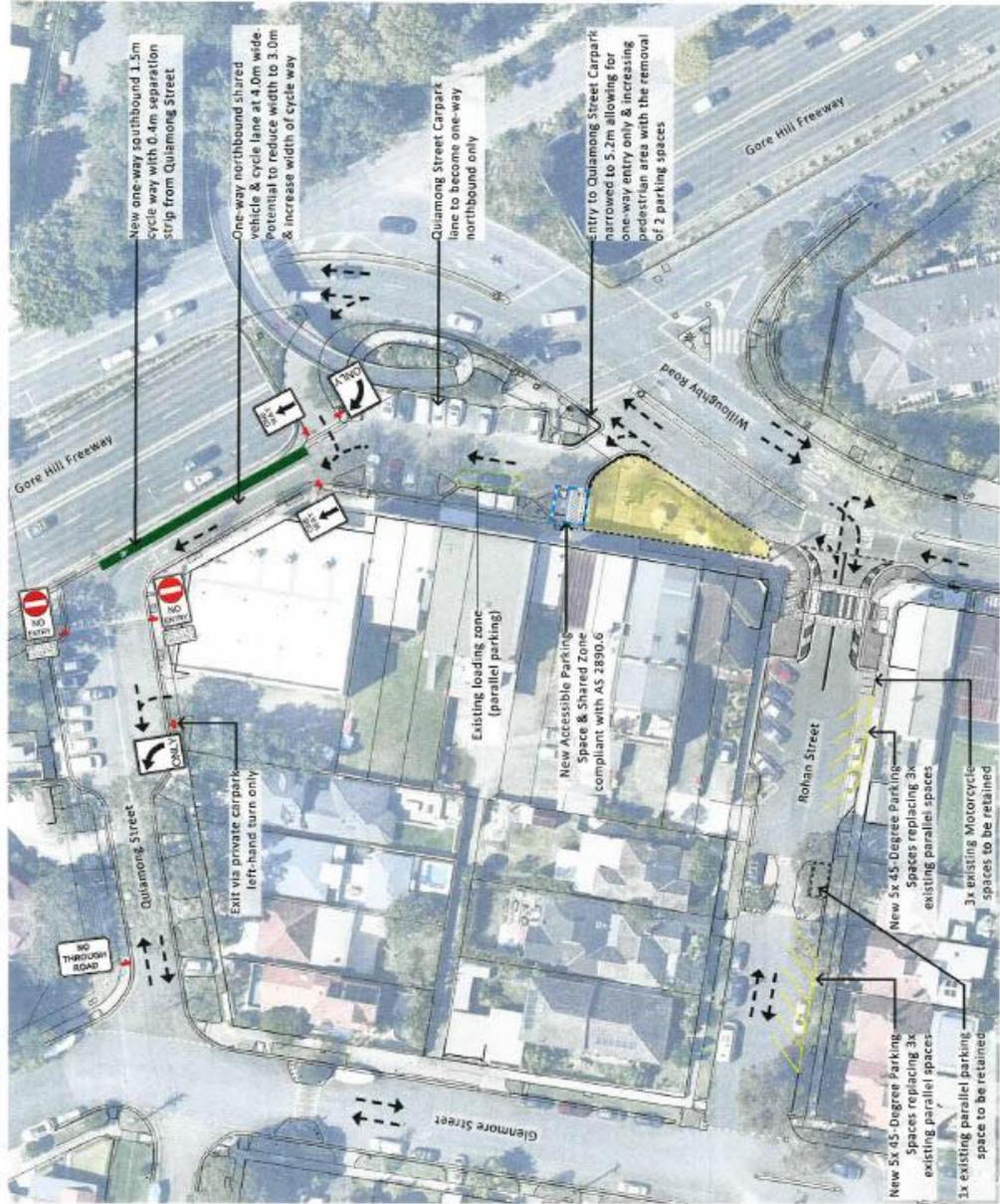
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