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**Sent:** 4/03/2021 12:49:15 PM  
**Subject:** Submission re DA 2020/1756 351 & 353 Barrenjoey Rd Newport  
**Attachments:** Submission re DA 2020 1756 Barrenjoey Rd.pdf;

We attach our submission for this important DA in Newport  
Kind regards  
Gavin Butler  
President  
Newport Residents Association Inc.



# Newport Residents Association Inc.

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3<sup>rd</sup> March 2021

The Chief Executive Officer,  
Northern Beaches Council,  
PO Box 1336,  
Dee Why, NSW 2099

Dear Sir,

## **Re Submission re DA 2020/1756 351 & 353 Barrenjoey Rd Newport**

We refer to the above DA for redevelopment on the corner of Barrenjoey & Robertson Roads Newport. This is the second DA (previously DA2019.1157) for this site and we find very little improvement which is of huge concern. This is an important site for Newport with the Newport Masterplan recommending the development of the small plaza for this section of Robertson Rd. The section has already been transformed to a degree and this planning proposal needs to further the plaza concept.

Whilst welcoming a modern development of this site we have a number of concerns with this proposal.

Generally we believe that the proposal is too intensive for the site.

We note the proposal provides for the provision of fourteen units and nine shops and believe that a smaller number of units would be preferable giving more floor space for each.

We have concerns that the proposed height of the proposal will create unwanted shade effects on the street cafes opposite in Robertson Rd.

Whilst the traffic report suggests that the provision of fifty four car spaces in the proposal will not cause undue impact on the Robertson Rd Traffic, we find this hard to accept given this is a narrow Plaza type street and the entrance is opposite cafes and parking for those cafes. Currently there are only app. eight car spaces for these sites so the addition of another fifty defies comprehension for the future of Robertson Rd.

A challenge for the Northern Beaches Council (NBC) is to reassure the people of Pittwater that all the community consultation done in the latter years of Pittwater Council has not been in vain.

A prime example is the Newport Village Masterplan, with the very extensive community and stakeholder engagement, which went into the development and finalisation of that plan.

This would appear to have come embarrassingly into focus with Council's Planning staff's assessment of the DA for this key Robertson Rd site.

Masterplan Item 3.4.1 (Land Uses) sets down important Principles for the evolution of Newport's village, including;

- (ii) Ensure that land uses support the vision for the desired future character of Newport Village, including appropriate and accessible community facilities
- (iv) Encourage café and dining uses on side streets and fronting pocket parks or urban plazas, to optimise amenity for outdoor dining
- (viii) Encourage consolidation of lots to provide for efficient underground parking and to optimize development yield and high quality urban design outcomes

These principles are continued under 3.4.2 Role and Identity:

- (i) Promote Barrenjoey Road as a lively and active main street
- (ii) Maintain the pedestrian focus of Robertson Road

And under 3.4.3 Pedestrian & Cycle Network, including:

- (x) Minimise the potential for conflicts between vehicles, pedestrians and cyclists through the location of street crossings, parking access and building entries, and the design of rear lanes, footpaths, bicycle lanes and shared ways

And under 3.4.5 Public Areas:

- (iii) Provide a new 'village square' within the commercial centre, located for optimum amenity and accessibility, linked with and the focus of the pedestrian network

The entire content of Item 4.2 Open Space addresses multiple facets, in which the considered and planned development adjoining Robertson Road is both key and critical. The DA 2020/1756 under consideration is not in tune with these core requirements, which include among other things:

"to create a village hub to foster interaction and contribute to a sense of identity for Newport"

"Improve the functionality and flexibility of Robertson Road"

"be strengthened with a small civic plaza, edged with active groundfloor uses, and located to benefit from northern orientation. Locating a small plaza on or adjacent to Robertson Road would reinforce its role as the central east-west axis in the village."

Item 4.6 Land Uses also addresses numerous aspects indelibly linked to Robertson Road but few more pertinent than segment 5: "All pedestrian routes through the village centre will be edged and overlooked by active uses. Ground floor frontages that open directly to the public domain are required to Barrenjoey Road, Robertson Road, Coles Parade and to arcades and plaza areas."

And also, in segment 4: "Integrate the sites fronting Robertson Road with the planning of this 'Precinct' to ensure that no lots remain isolated and unable to be developed."

Item 4.7.1 Streets states succinctly: "Design Robertson Road to be able to be closed off to vehicle traffic for special events that open the whole street and associated public plaza to pedestrians."

How is it in any way possible that a DA which requires sole vehicle entry for fifty four cars, halfway up Robertson Road, is addressing these core Masterplan requirements?

Masterplan Item 5.2 Subdivision and Amalgamation: Outcomes directly addresses this situation including:

“Enable new development with optimal lot size and proportion for high amenity, flexible building envelopes and efficient parking layout”  
“Avoid a situation where lots are isolated and unable to be developed to their full potential”

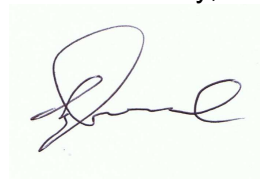
And there, in the adjacent village plan on that page, shows the lot in question proposed to be amalgamated with the (post office) lot on its western boundary. Surely this is what village masterplans – and local government planning in general – are all about.

In the belief that a picture is indeed worth many, many words, Figure 4.7.3.1 Section through arcade adjacent to Robertson Road gives overt testimony on why, if this present DA is progressed, it sets back fulfilment of the Newport Village Masterplan by at least 50 years!

There is no way it addresses the ambience and community focus, which was promised to the residents and other stakeholders, with the plan’s derivation and registration.

In conclusion, we put emphasis on the requirements of the Newport Masterplan, that the Robertson Rd zone is dedicated to form a key component of a pedestrian plaza, which is to become the community hub of Newport village. Any new development proposed for Robertson Rd should divert daily vehicular traffic to another street access. This is why a basic town planning philosophy of this Masterplan is to reward consolidation of sites, which in turn will optimise community accessibility rather than compromising and constraining it. It is an established prelude to the forward-thinking aspects of NBC’s ‘Towards 2040’ LSPS.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Gavin Butler', is centered on a light green rectangular background.

Gavin Butler  
President