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**From:** David Lewis  
**Sent:** Monday, 13 December 2021 9:37 PM  
**To:** Planning Panels - Northern Beaches  
**Cc:** saverobertson@gmail.com  
**Subject:** DA2020/1756, 351 Barrenjoey Road Newport

**Categories:** DA2020/1756

I refer to the subject development application which has been referred for approval by the Panel.

As you know there is considerable community concern and opposition to the proposal. This a true reflection of the value that the Newport community sees in retaining the unique character of Robertson Road. The proposed shop-top housing development will add nothing to this character and indeed poses a significant impact that may see this laneway lose all the positive elements that it currently offers for the community. These include it's pedestrian friendly access, its low scale retail and cafe fabric and its quiet escape from the heavy traffic of Barrenjoey Road.

Approval of this development , with its full-time vehicle access, non-compliant building height and poor architectural design is not in the best interests of current businesses that will be either displaced by the construction of the development , or will be impacted by the loss of character and increased traffic. A visit to Robertson Road last Saturday morning showed a vibrant community hub with a number of new businesses complimenting the established ones, strong enough the survive the pandemic, in part due to the attraction of the laneway. This experience is unique in the Newport commercial area and should be supported and not impacted by unresponsive and incompatible development.

The Council's assessment report relies heavily on a masterplan for its justification for supporting the traffic access and then the proponent's offer to acquire another access through adjoining Australia Post land should it become available. Surely, both these considerations are ill-founded and should not lead the assessing officer to overlook the reality of the impacts that the additional vehicular access and associated traffic will have in the locality. A master plan is a preliminary planning document that gives broad guidance and does not take the place of robust assessment. A masterplan is low level; less than a concept design, and less than schematic design. By the time plans are ready for DA assessment all of these initial planning stages should have been supported by much more community consultation so that the level of community opposition to the project is avoided. This does not appear to have happened for this proposal.

Reliance on the possibility of acquiring access through Australia Post land to address community concerns for vehicle movements and conflict with pedestrian use is also a concern. Any development consent that includes this provision is not based on sound principles that say requirements imposed and relied on by the consent authority need to be within the power of the proponent to achieve and not rely on another party.

Please reject this devopment application for the sake of Robertson Road hihv vale to the Newport Community.

Sincerely  
David Lewis  
Newport resident