
Sent: 20/08/2021 7:36:09 PM
Subject: Online Submission

20/08/2021

MS Selena Webber
7 Foamcrest Ave ST
Newport NSW 2106
selenawebber@hotmail.com

RE: DA2020/1756 - 353 Barrenjoey Road NEWPORT NSW 2106

The Executive Officer'
Northern Beaches Council
PO Box 1336,
Deewhy, NSW 2099
Attention: General Manager, Ray Brownlee,
Attention: Jordon Davies

DA 2020/1756 351-353 BARRENJOEY ROAD, NEWPORT

Review of Application

Despite a series of revisions over several years, the design continues to have a range of serious issues, as summarized below. These must be resolved before the design could be supported.

1. BUILDING FORM

- * Part of the third level at the north-western end still intrudes above the maximum LEP 8.5m. height control with consequential adverse impacts particularly on increasing the building density.
- * The third level addressing Barrenjoey Road continues to ignore the DCP Newport Masterplan D10.7 to incorporate the required minimum 3m. setback from the common boundary, again with adverse visual impact, particularly when viewing the exposed side party wall from Barrenjoey road. which is likely to remain very prominent for years to come as the adjoining plaza shops are in multiple ownerships and unlikely to be redeveloped soon. Non-compliance with this requirement of the DCP results in greater building density as well as a lost opportunity for better amenity (sunlight and seabreezes) along the desirable north-eastern boundary. The stated outcomes of the Newport Masterplan include that new developments are of two storeys visually and this setback is critical to this outcome. Allowing non-compliance with this makes a mockery of the planning controls.
- * D10.9 which states a 6.0m rear setback at ground level has been ignored claiming both the north-east and north-west boundaries are side boundaries. While this is a reasonable assumption on a corner site this still means the application should setback from the corner point by 6m, therefore reducing density and allowing good landscaping. This still provides development greater than would be permissible on a regular site. Some version of this setback was anticipated in the Newport Masterplan especially as this corner adjoins the heritage listed St John's church and is subject to a variety of future pedestrian outcomes in the NMP Built Form Fig 4.9.1 , 4.2 Open Space Fig. 4.2, and 4.5 Pedestrian and Cycle Network Fig. 4.5.

All the above cumulatively result in an application that is too dense for the site and requires additional parking - an observation expressed in dismay by many local residents. All of these planning controls are well known to the applicant as this is their third development under the current Newport Masterplan DCP and current LEP so there is no excuse for non-compliance.

2. AMENITY

* The applicant appears to have addressed a number of issues relating to the building's residential amenity and compliance with the ADG and thankfully retail refuse however a further reduction in units as implied by the unacceptable current building density would hopefully improve residential amenity especially on the applications north-east boundary and maybe provide opportunities to improve retail amenity.

* The amenity of the retail shopfronts appears uninspiring and not attempting to take into account Newport's relaxed seaside location - no seating opportunities, landscaping, outdoor dining opportunities, gathering points nor fenestration allowing community interaction.

* Residential lobby A main entrance to the apartments is still unacceptably long, dark and narrow, and needs to be redesigned, so that it is welcoming, and desirably with space for seating at entrance creating a better street front interface. It is oddly crammed between retail unit 7 and retail unit 6 at the detriment of all three.

The executive Summary of the Newport Masterplan DCP character principles states Design the public domain (footpaths, arcades and plazas) at a human scale that supports the village character.

3. BASEMENT CAR PARKING

* There are still two large basement levels accommodating spaces for residential and commercial uses. These will at least need to be reduced when the number of residential units is reduced to achieve compliance.

* In this location adjacent to public transport and with an easy walk to the beach it would be highly desirable to investigate the option of providing parking for commercial tenancies only, which would substantially reduce the construction costs.

This would also have a significant advantage in relation to the amenity of Robertson Road, which is attractive and popular largely because of the minimal amount of vehicular traffic. If this proposal were to proceed with the new vehicle entrance in the location indicated almost half-way up the road, the additional traffic would be very intrusive and substantially erode the character and ambience of the street. The applicant has noted they are willing to reduce parking to one level but this is not the current application.

The executive Summary of the Newport Masterplan DCP explicitly states that parking should be adequate without compromising streetscape character and pedestrian environment This is clearly NOT the case with this application!

It also states Streetscape improvements should create a 'Newport' identity including encouraging a small public plaza on Robertson Road. The current DA's parking egress location and vehicular traffic would make this almost impossible to achieve.

4. RELATION TO CONTEXT

Robertson Road is an attractive focus in Newport centre, and the Masterplan sets out well-considered strategies to enhance its character and function. At least the application should be amended to address the following:-

* Location of vehicle entrance/exit is unfortunate and unacceptable, being located almost at the

mid-point of Robertson Road, causing additional traffic, noise and pollution, and preventing closure of 50% of the road for special events due to the amount of vehicles indicated needing to enter and exit this site. It should be relocated as close as possible to the intersection with Barrenjoey. *The site extends for approx. 50% of the Robertson frontage, yet there is no attempt to initiate some form of civic space as required by the Masterplan nor pedestrian north/south access. At the very least surely there should be a small setback from the north-west boundary, -of the order of say 6 metres, paved and planted, -and provision for activation of some of this frontage, either now or in the future when the post office site is redeveloped. (Another reason to relocate the vehicle entrance). *Sunlight along Robertson Road makes a critical contribution to its amenity: the setback as recommended above would assist in retaining more of the winter sunlight that presently makes the central part of the Road appealing. *The existing mature eucalypt must be retained and nurtured, -it provides a green canopy which would take decade(s) to replace. (Its canopy is seen from a block away in multiple directions.) It should be complemented with additional native street trees/planting *The scale of the current shopfronts fronting Robertson Road is much loved by both the community and the current and past retail tenants and there is a feeling the proposed retail is not addressing this desired scale and would result in empty shopfronts again as has been the result of other unsympathetic recent retail developments.

SUMMARY

The Newport Masterplan was enacted in 2007 after intense and extensive community consultation resulting in what was envisaged as absolute minimum requirements for improving development going forward in the community. The previous 8.5m two level height limit was increased to three levels with the requirement of setbacks to be met to visually create a village feel of two storeys while allowing developers a third storey.

It also aimed to go above and beyond the ADG in representing Newport as a leader in environmental sustainability and design buildings to respond the climate, topography and setting hoping future developments Optimise commercial and residential amenity by taking full advantage of the Newport commercial villages seaside location for solar access and ventilation.

The hope in the community was we were to see some exceptional designs and exciting developments leading the way - definitely pro good development.

Unfortunately, we are yet to see an application that complies with controls and exceeds minimum requirements. It is heartbreaking to again see an application trying to get approval for multiple non-compliances as these all add up to a building too large for the site and detrimentally impacting our community. The outcomes of our planning controls must be met and hopefully surpassed otherwise they are there in vain.