

23<sup>RD</sup> August 2021

Ref: 18057



NORTHERN BEACHES COUNCIL  
PO Box 82  
Manly NSW 1655

Attention: Jordan Davies  
Acting Principal Planner

**Re: DA2020/1756 - 351-353 Barrenjoey Road NEWPORT**

- (a) updated set of plans based on the single basement level design**
- (b) explanation for the driveway location upon Robertson Road, in relation to it being located on the western boundary of the site. It has been raised by the community that if the driveway was located closer to Barrenjoey Road, then this would limit the distance vehicles would need to travel on Robertson Road to enter into the site (allowing a larger portion of Robertson Road to be closed off for street events etc). If you could provide some background and explanation as to why the driveway location as proposed is the best outcome for the site (in regards to design, levels etc) that would be appreciated in responding to this concern, as it may be also a question raised by the planning panel.**

Dear Jordan,

Further to our zoom meeting commitments, following conversations and subsequent request, CA confirm architectural DA documentation has been amended to reflect a single level basement. This will have significant positive impacts with respect to the development, including the following.

- The reduced excavation will have significantly reduced amount of excavation material having to leave the site, resulting in:
  - o The number of heavy vehicles removing spoil will be almost halved
  - o The overall construction programme will be lessened
    - Which means the overall disruption to the local community will be reduced
    - This includes reduced timeframes of excavation noise (rock breaking activities)
- The reduced excavation will have an overall basement level of RL:2.700.
  - o Even the lower Lift pit RL's of RL21.350 will now be above Sea Level,
    - substantial detailing advantages
    - substantially reduced risk

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Amended plans are listed as follows

18057\_A100\_B2 FLOOR PLAN

- Deleted – to be removed from the DA set

18057\_A101\_B1 FLOOR PLANS – ISSUE 21

- B1 Updated to shows adjusted parking layout
- 9x retails spaces
- 13x residential unit parking spaces
- An additional 3x tandem spaces for 3x residential units (11A, 12A and 13A)
- 1x visitor space
- 1x loading zone/wash-bay/turning-bay
- 16x bicycle parking spaces (2x rack serves 2x bikes)
- 2x future spaces if the driveway is removed and the building is subsequently serviced from the Australia Post site

18057\_A102\_GROUND FLOOR PLANS – ISSUE 31

- Reflecting both rounds of comments from Council's waste engineers' inputs

18057\_A310\_SECTION AA – ISSUE 14

- Reflects removal of B2

18057\_A311\_SECTION BB – ISSUE 14

- Reflects removal of B2

18057\_A312\_SECTION CC – ISSUE 07

- Reflects removal of B2

Regarding the request for commentary on why the access is not further down the site (towards Barrenjoey Road) – Crawford Architects note the following:

- The current Positions reflects the masterplan proposal for site access
- **Robertson Road is one way**
  - o **Even if an arriving vehicle has a shorter route up Robertson Road – when it leaves, it still needs to travel the full length of the street**
- Bringing the retail further towards to corner will interrupt the current seamless continuity of the shop front glazing experience
- A mid-site ramp will be difficult to detail
  - o the remembering you have to ramp up first to provide flood relief, then back down
  - o you physically would separate ground floor spaces into two,
    - therefore, will not allow the Back-Of-House services to all link up as they are now currently arranged
- The RMS may also have queuing concerns closer to the corner.

- **However – the most important consideration is safety:**
  - o **There would be increased safety issues having this closer to the more pedestrianised corner. The further the distance from the corner, the greater the sight light relief for both motorists and pedestrians, therefore increasing reaction times to avoid incident/accident**

We have checked this with our Traffic consultant – who are very clear in the fact that what has been currently designed is the safest possible solution for the site. Any shift of this access point further towards the intersections would be considered a downgrade in safety provisions

CA trust this responds to all current queries on the site.

Regards,



PAUL GODSELL  
Director

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