



Newport Residents Association Inc.

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29th May 2020

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

Dear Sir,

Re Further submission re DA 2019/1157 351 & 353 Barrenjoey Rd Newport

We have now had a chance to look further into the above proposal and read the recent amended plans and documents on the council's planning website as advised by yourselves in your letter of the 13th May 2020. With reference to our submission of the 15th November 2019 we would like to make this additional submission.

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 2019/1157 351 & 353 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 2019/1157 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 one 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.

Many of the smaller elements of the Masterplan directly relating to Robertson Road have been put in place by Pittwater Council and continued by Northern Beaches Council.

Now, when we get to the developments which are crucial to delivering on the big parts of the Masterplan, please don't destroy its heart for the sake of a single, poorly conceived DA.

We would be pleased if council would give serious consideration to the above comments.

Yours sincerely,

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

Gavin Butler
President