



Newport Residents Association Inc.

PO Box 1180
Newport Beach NSW 2106
President - Gavin Butler (gebutler@aapt.net.au) 0409 395 102
Vice-President - Kyle Hill 0412 221 962
Hon. Secretary - (wendydunnet@gmail.com) 0418 161 074
Hon. Treasurer - Glenn Moore 0418 609 207
www.newport.org.au

24th February 2022

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

Dear Sir,

Re Submission re DA2021/2621 27 Nullaburra Road, Newport

We refer to the above DA and the submission from local resident Peter Middleton and wish to support this submission in its entirety and restate it as follows;

'From my personal experience of the location of this site, I have considerable concerns about the proposal's effect on traffic, in particular both pedestrian and vehicle safety. However, those concerns are very much created by the proposal constituting gross overdevelopment for both its size and its location with multiple breaches of both the DCP and the LEP.'

Traffic & Safety

Regularly I drive my grandchildren to school along Nullaburra Rd to Newport Primary & Infants School. Since the closure of the Seaview Ave /Bardo Rd /Barrenjoey Rd intersection to southbound traffic over a decade ago, Nullaburra Rd is the main regional traffic thoroughfare for traffic originating in Bilgola Plateau, northern Newport and even further north.

Terraffic P/L, who have provided the "Traffic & Parking Assessment Report" state: "Nullaburra Road is an unclassified Local Road with a primary function of providing access to properties along its lengths. Nullaburra Road has a pavement width of 9.5m with unrestricted parallel kerbside parking permitted along both alignments."

*"A **primary function of providing access to properties along its lengths**" is a grossly misleading statement when applied to Nullaburra Rd. Apart from the through-traffic flow I have described above, Nullaburra Rd is the sole eastern access to Wallumatta Rd (a residential street, approx 2km in length) which in turn, is the sole eastern access to Cheryl Crescent and, collectively, to nine other shorter streets and places which run off them. Nullaburra Rd is the main access road to a significant proportion of the Newport plateau area until it links with the upper Bilgola Plateau area.*

*"**With unrestricted parallel kerbside parking permitted along both alignments**" is another claim in the report which could not be further from the truth. First, allow me to*

describe the traffic hazards and dangers which exist in close proximity to 27 Nullaburra Rd:

- No 27 is less than 2 properties from being directly opposite the entrance/exit to Wallumatta Rd, which is accessible from both north and south-bound traffic
- Between Nullaburra and the next road to the south, Irrubel, is the crest of a hill so steep that it is impossible to sight traffic coming from the opposite direction until a vehicle is within metres of the crest.
- This danger is reflected in the fact that Nullaburra has unbroken double lines for its length between Robertson Rd to the north and Bardo Rd to the south.
- The danger is further recognised by the fact that within ten metres of the boundary of No 27, there is a formal pedestrian refuge at the road's centre, due to the challenges of crossing a road which is much used by school children and by parents with strollers
- Consequently, kerbside parking near to No 27 is illegal (where it encroaches on the pedestrian refuge) and extremely inadvisable for the rest of its length.

On garbage collection day, when driving children to school, it is impossible to pass a vehicle safely on this stretch of Nullaburra. And this is where the developer is planning to amass excavation and construction vehicles for the duration of the development AND, after completion, queue vehicles attempting to enter and exit the constricted underground parking parking facility described.

These core inaccuracies in the Traffic Report might be contributed to by the assessor being located 60km away, I strongly suspect has never visited the site and, by its inclusions and omissions, would appear to be using a street directory which is not up to date.

Re the underground parking, incorporating vehicle lift, due to the need to cram in the (not quite) legislated number of parking spaces, to justify the overdevelopment of the residential component, the plan outlined would be laughable if it were not so serious.

The Traffic Report includes some entertaining diagrams of the shenanigans which drivers will be required to execute to get to their driveway, let alone exit onto the public thoroughfare. That section of the Report conveniently overlooks that 6 of the residential parking spaces are tandem spaces and provides no diagram for the necessary waltz, if the inner tandem vehicle is in the process of exiting its parking space while another driver is arriving via the vehicle lift. Indeed, there is no diagram at all for the parking facility for apartment 5, perhaps because it is too hard? (If there is to be a franchise let for the bodywork repairs for users of this carpark, I would consider putting in a bid.)

Excessive Site Coverage

In scouring online through the developer's plan documents supporting this DA, I have been unable to find a specific statistic relating to site coverage. There is the following table:

Site area (m2)	1226
Roof area (m2)	428
Non-residential floor area (m2)	0.0
Residential car spaces	18

And there are references to "deep soil planting", which would not qualify for my interpretation of that description, but I can find no specific statistic for site coverage?

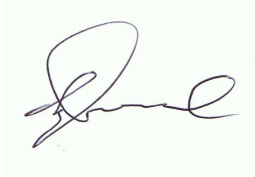
Looking at the also current DA2021/2601 for 11 Ocean Ave, not much more than around the corner, that developer clearly shows that 50.0% (838sqm) of their site will be landscaped and that 32.7% (548sqm) will be deep soil planting.

Comparing the plans on record for these two sites, I would conclude that less than 25% of the site is proposed to be landscaped and that only a small percentage of that would be true deep soil planting.'

Conclusion

As indicated at the beginning of this submission from local resident Peter Middleton the Newport Residents Association believe this is a proposal for gross overdevelopment of the site, in a location on a road that exhibits core traffic and safety challenges which have not been addressed and we urge you to reject it, on the basis of its multiple breaches.

Yours sincerely,

A handwritten signature in black ink on a light green rectangular background. The signature is cursive and appears to read 'Gavin Butler'.

Gavin Butler
President