



Newport Residents Association Inc.

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The Northern Beaches Local Housing Strategy Team,
Northern Beaches Council
PO Box 82,
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Submission re Northern Beaches Council Local Housing Strategy

The Newport Residents Association (NRA) firstly wants to congratulate council on the scope and direction of the draft document and the obvious effort that has gone into it.

This submission addresses the NBC draft Local Housing Strategy (the Strategy) from the point of view of residents of Newport, This part of the northern beaches LGA shows distinct differences with communities further south and west. The geography is more rugged and retains high environmental value, the housing density is historically mainly low density standalone residences with a few medium density intrusions, the distance to the Sydney CBD is higher and access is more constricted due to the very limited number of road accesses and limited public transport.

The NRA has a number of comments and observations it wishes to make as follows;

1. Whilst the overall targets for increased density of dwellings at 1,250 across the entire LGA out to 2036 results is only 83 dwellings per year the population increases used in the Strategy are based on 5 year-old ABS data and DPIE projections. Much has changed in the northern beaches and in the wider Sydney area during that time. Both the ABS Data and council do not show or have an accurate handle on the number of people living in secondary dwellings (Granny flats etc.). It may be that the targets have already been achieved. Given that the next census is due later this year it would make a lot of sense for the State Government to defer the rushed requirement for the housing strategy to be completed and we would encourage council to request same.
2. The Strategy proposes increases in densities for a 1 kilometre radius around "local centres", including strategic centres as well as local coastal and other villages. This submission opposes lumping villages in with strategic centres, and proposes reducing the applicable radius in villages eg Avalon, Newport etc, to no more than 500 metres.
3. Newport has in place 'The Newport Masterplan' which sets out the type of buildings and residences that can be built within the village centre. The NRA would like confirmation noted within the Strategy that there will be no degradation of all the current building rules around the Masterplan. Equally the NRA would like

confirmation that there will be no changes to the current Zonings, especially the E4 and R2 areas.

4. The Strategy also proposes increasing densities in a 1km radius of B-line routes including, in Pittwater, from Mona Vale to Narrabeen. Map 6 (p.66) also refers to a "Future B-line link to Newport". Additionally Section 4 of the Strategy makes the following statement;

'Preferred locations for medium and higher density renewal The proposed approach for new housing applies the principles of Towards 2040 and aims to build in long term capacity for growth around centres with good transport, while respecting each centre's scale and character of and increasing housing diversity and affordability. This would see medium to higher density development concentrated in strategic centres and selected town centres (current and future B-Line routes)'

The NRA is concerned that this future link to Newport is in both the Strategy and the Towards 2040 LSPS document and further concerned that the extension was being pushed by a councillor or councillors at a recent council meeting. We remind council that on the 22nd October 2017 a rally of app 700 people held in Newport said no to the extension and proposed roundabout and a petition with 1,342 signatures was handed to the Hon Rob Stokes stating the same.

The State Government in their B-Line update of July 2018 made the following statement with regard to any extension;

'New plan for bus services

The feedback received from the community and stakeholders, along with additional complexities identified during the site investigations undertaken earlier this year, has resulted in Transport for NSW reviewing how we can best service customers north of Mona Vale. An outcome of this review is that B-Line services are no longer proposed to extend to Newport and the construction of a roundabout at the corner of Neptune and Barrenjoey Roads will not proceed.

We will continue to investigate opportunities to improve existing bus services north of Mona Vale to align with demand and customer travel patterns between the Northern Beaches, Lower North Shore and the Sydney CBD. Customers will be kept informed prior to any changes later this year.

Work will also continue along the corridor from Mona Vale to the Sydney CBD to manage traffic congestion, improve reliability of buses and support the new B-Line bus services.'

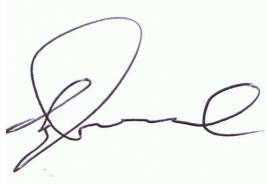
With the increase in densities being directed around B-Line routes and the numerous notations within the Strategy of there being very little change to Local Centres, we feel would not account for much if a B-Line extension to Newport was made (with an increase in density potentially destroying our village). We would also point out Pittwater does not have a transit system – changing a blue bus to a yellow bus (in Mona Vale) does not make a transport system – they are newer and yellow, but that's about all. Masquerading this as an excuse to allow greater densities is illogical.

5. The need to preserve local character is extremely important – it is a critical factor in why people live in the LGA to start with and they want to go on living with that local character. That applies as much to the residents in the medium density areas as well as the lower density areas. Damage the local character and an area becomes just another dormitory suburb.

6. Parking is a critical shortage in many of the more-densely-populated parts of the LGA. Hence the provision of adequate off-street parking in all new developments is essential, whether they be single dwellings or multi-floor apartments. No new developments should be allowed without such provision.
7. With regard to Seniors Living we believe the statistics that drive the perceived requirement for this type of development rely on the aging population of the Pittwater area. What the plan doesn't consider is that the statistics don't reflect the community needs. There is a huge demand from over 55s for property and apartments in the area but generally it's not locals. The over 55s market / buyers on the peninsula are wealthy downsizers, generally people from other areas buying into this area. There have never been "affordable" seniors living offered on the Peninsula, it's always Luxury seniors living – large 3 bed apartments or townhouses. We understand most people retire at age 65 or older and the average age of people moving into retirement villages is 79.
8. By allowing zoning most of Avalon & Newport to Medium Density options will make our old housing stock far more expensive as they become a development site and will price that current "affordable" house option well out of locals reach (this is a common complaint from older Newport residents trying to downsize from houses at the moment). It becomes contrary to the supposed intention of the plan.

We again congratulate council on the work so far and respectfully request council take into consideration the above concerns and comments.

Yours sincerely,

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

Gavin Butler
President