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August 2007

Disclaimer

The Newport Village Commercial Centre Masterplan study has been commissioned by Piltwater Council for the purpose of providing expert assistance to Council in determining appropriate planning controls for the study area.

The recommendations and findings made by the consultants have not been adopted or endorsed by Council in any way.

Any recommendations relating to DCP planning controls made within this study will not be taken into account in the assessment of any proposed development (beyond issues considered to be in the public interest) until considered by Council.

While care has been taken to ensure the accuracy of the information presented in this report, Piltwater Council does not warrant the information is complete. Viewers must exercise their own skill and discretion.

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EXECUTIVE SUMMARY

This Masterplan was commissioned from HBO+EMTB by Pittwater Council in late 2006, in response to Council's desire to revitalise the Newport Village Commercial Centre. The focus of the study is on the commercial core, along Barrenjoey Road and including the side streets, and also considers the existing and likely future character of Foamcrest Avenue. Also as part of the masterplan study, the linkages between the commercial centre and the oceanfront areas were investigated to identify strategies for strengthening the relationship between the village, the beach and the community centre.

The Masterplan was developed through analysis, community consultation, development of design principles (with stakeholder and community representatives), preparation of built form and public domain proposals, and recommendations for changes to development controls in Pittwater DCP 21. Throughout the process, Council has presented the consultant recommendations, together with community responses, on its website. This has enabled the project to progress, stage by stage, in an open and transparent manner.

The main challenges for Newport are traffic on Barrenjoey Road that creates a barrier between the two sides of the village, flooding, and a loss of both quantity and diversity of commercial, retail and service uses over time. Recent development and development applications have also highlighted inconsistencies in the existing planning controls and difficulties in delivering high quality, high amenity built form outcomes for the centre. Overall, the community felt strongly that Newport lacks a distinctive and attractive identity – but also that there are many positives to build on.

The process was strongly grounded in community and stakeholder engagement. The Masterplan is an integrated vision document for Newport Village Commercial Centre, encompassing both the private and public domain. It provides an urban design framework that aims to enhance the amenity and design quality of the centre, and to support social, economic and cultural activities.

These core principles are:

Economic principles

- Revitalise Newport Village Commercial Centre
- Build on the existing strengths of the village
- Increase the mix and diversity of uses
- Increase visibility of the commercial centre from the beachfront to support visitor / tourism activities
- Provide sufficient parking to accommodate village users

Social and cultural principles

- Activate and enliven streets and public spaces to improve safety and security, and the perception of safety and security
- Create a village 'hub' for Newport where people can gather and interact
- Improve the experience of arriving and being in Newport
- Link public open spaces to create a legible and accessible pedestrian network
- Create clear and inviting connections to community facilities and to public transport
- Encourage walking and cycling
- Foster understanding of Newport's history, geography and community

Environmental principles

- Improve connections between the village and the beach
- "Green" Barrenjoey Road with street trees
- Provide sheltered, pleasant public spaces
- Optimise commercial and residential amenity
- Represent Newport as a leader in environmental sustainability

Character principles

- Design the public domain (footpaths, arcades and plazas) at a 'human' scale that supports the village character
- Reinforce the relaxed character created by varied building setbacks, heights, facades and roof forms
- Design buildings to respond to the climate, topography and setting
- Protect and share views to ocean and hills

There are four interrelated strands to the Newport Village Masterplan: traffic and pedestrian movement, parking, streetscape improvements, and built form. The Masterplan makes recommendations for design controls and guidelines, and for public domain treatment, that link to these strands. Below are selected, and summarised, recommendations, which are described in greater detail in Section 5 following.

Built form

- Encourage variety in built form rather than flat, boxy buildings, enable high quality and high amenity living and working spaces, and support Newport's relaxed informal character, by:
 - Requiring buildings to break down their bulk and scale through upper level and side setbacks, and roof design
 - Promoting environmentally responsive buildings with high quality indoor and outdoor spaces

- Maintaining the Barrenjoey Road front setback and increasing the Foamcrest Avenue front setback
- Allowing a mix of 1, 2 and 3 storey building heights, responding to location and topography
- Reducing the maximum street frontage height to two storeys

Streetscape improvements

- Create a 'Newport' identity and extended public domain by:
 - Widening footpaths on Barrenjoey Road (and integrating with front building setbacks)
 - Creating a strong, feature element of Norfolk Island pines down the central median of Barrenjoey Road
 - Creating pleasant, shady pedestrian zones with street tree planting
 - Encouraging a small public plaza on Robertson Road

Traffic and pedestrian movement:

- Slow traffic and increase pedestrian safety and connectivity by:
 - Widening footpaths on Barrenjoey Road to create bays for buses and for short term parking; and at crossing points and key intersections to narrow the carriageway and promote safe pedestrian crossing.
 - Retaining and enhancing the arcade and laneway network
 - Creating new signalised crossing and pedestrian refuges
 - Making Bramley Avenue one-way towards Barrenjoey Road.
 - Prohibiting right turns at the Barrenjoey Road/Robertson Road/Bramley Avenue intersection.
 - Keeping Robertson Road and Coles Parade as one-way streets.

Parking

- Provide adequate parking to serve workers, residents and visitors, without compromising streetscape character and the pedestrian environment, by:
 - Separating vehicle and pedestrian movements in the Bramley Avenue parking area
 - Continuing to provide an off road public car parking function accessed from Foamcrest Avenue
 - Making public spaces short-stay in Barrenjoey Road, limiting long-stay parking to the beachfront car park.

Accompanying the recommendations in Section 5 is a table that identifies the clauses in DCP 21 affected by the Masterplan and that may need reconsideration in the light of this study. The table proposes where changes may be made, and what those changes are, to deliver the proposed Masterplan outcomes.

1.1 Brief

Pittwater Council engaged HBO+EMTB Urban and Landscape Design to prepare a masterplan for the Newport Village Commercial Centre. While some controls for private development and public streets and spaces existed, there was no integrated plan for Newport. The purpose of the masterplan is therefore to develop a vision and urban design framework for the public and private domain. Its focus is on a high amenity and high quality environment to support social, economic and cultural activities and to contribute positively to Newport's future.

1.2 Location

Newport Village is part of Pittwater Council's Local Government Area, at the north of Sydney's northern beaches. The LGA covers 125 square kilometres and features diverse topography and landscape character. Newport shares some important characteristics with other parts of Pittwater: a sweeping beach with rugged headlands and sandstone sea cliffs set against a backdrop of heavily treed hills. There are large areas of bushland (including two national parks), reserves and coastal foreshores, and areas of wetland and rainforest. This "living environment" is central to Pittwater's identity and constitutes Council's vision statement.

Newport Village is some 45 minutes north of Sydney's CBD and has access both to the ocean and to the southern arm of Broken Bay. There is a sweeping descent towards the main commercial strip when approaching from the larger centre of Mona Vale to the south. The commercial centre is on the eastern side of the peninsula and mostly set back from the beach. The centre straddles Barrenjoey Road, which is the main route connecting the northernmost settlements to areas south. The village occupies part of the former Farrell's Lagoon area.



1.3 History

Kuring-gai Chase National Park covers part of the Guringai people's traditional lands which extended from Broken Bay in the north to Sydney Harbour in the south. Two clans of the Guringai occupied the area which is now the national park: the Garrigal people, who lived around West Head, and the Terramagal, who lived in the Turramurra area. Within six weeks of the arrival of the British First Fleet in Sydney, in March 1788, Governor Phillip explored Broken Bay by water. At this time he named "the finest piece of water I ever saw... which I honoured with the name Pitt Water." Phillip camped at Resolute Beach, and commented on the friendliness of the Aboriginal people. However, when he returned a year later, all except those too sick with smallpox fled from him. By 1790, over half of the Guringai nation had been wiped out by smallpox.

Some of the earliest European settlers formed in this area; by 1823 the first farm was established adjacent to the ocean. The area came to be called Newport from about 1880. A wharf and the Newport Hotel were built, and land was subdivided for sale. Day trips to Newport began to be offered, either by coach from Manly or by steamer from Sydney, refreshment being provided at the hotel. In 1881 the royal Princes, Albert and George, came overland from Manly and then went aboard at Newport to travel down the Hawkesbury River. As road transport improved and beach holidays became popular so Newport expanded, particularly on the ocean side. In the 1920s and 30s it was still largely a holiday location and many houses were empty for much of the year.

Since the 1950s the area has become a residential suburb of Sydney.

(Pittwater Council / Pittwater Library Service / National Parks of NSW websites)



Figure 1.1 Location plans

Introduction

1.4 Study Area

The study area is generally bounded by Coles Parade to the north, the edge of the Lands Department landholdings and stormwater channel to the south-east and Foamcrest and Seaview Avenues to the west, extending to include the lot on the south-western corner of Bardo Road and Barrenjoey Road. The village centre retains a main street character, with a mix of retail and commercial uses, and some shoptop housing above the ground floor. The role of Barrenjoey Road as a main route and the increasing volumes and speed of traffic over time have led to a perceived separation between the west and east sides of the village.

The focus of the study is on the commercial core, along Barrenjoey Road and including the side streets, and also considers the existing and likely future character of Foamcrest Avenue. Also as part of the masterplan study, the linkages between the commercial centre and the oceanfront areas were investigated to identify strategies for strengthening the relationship between the village and the beach.

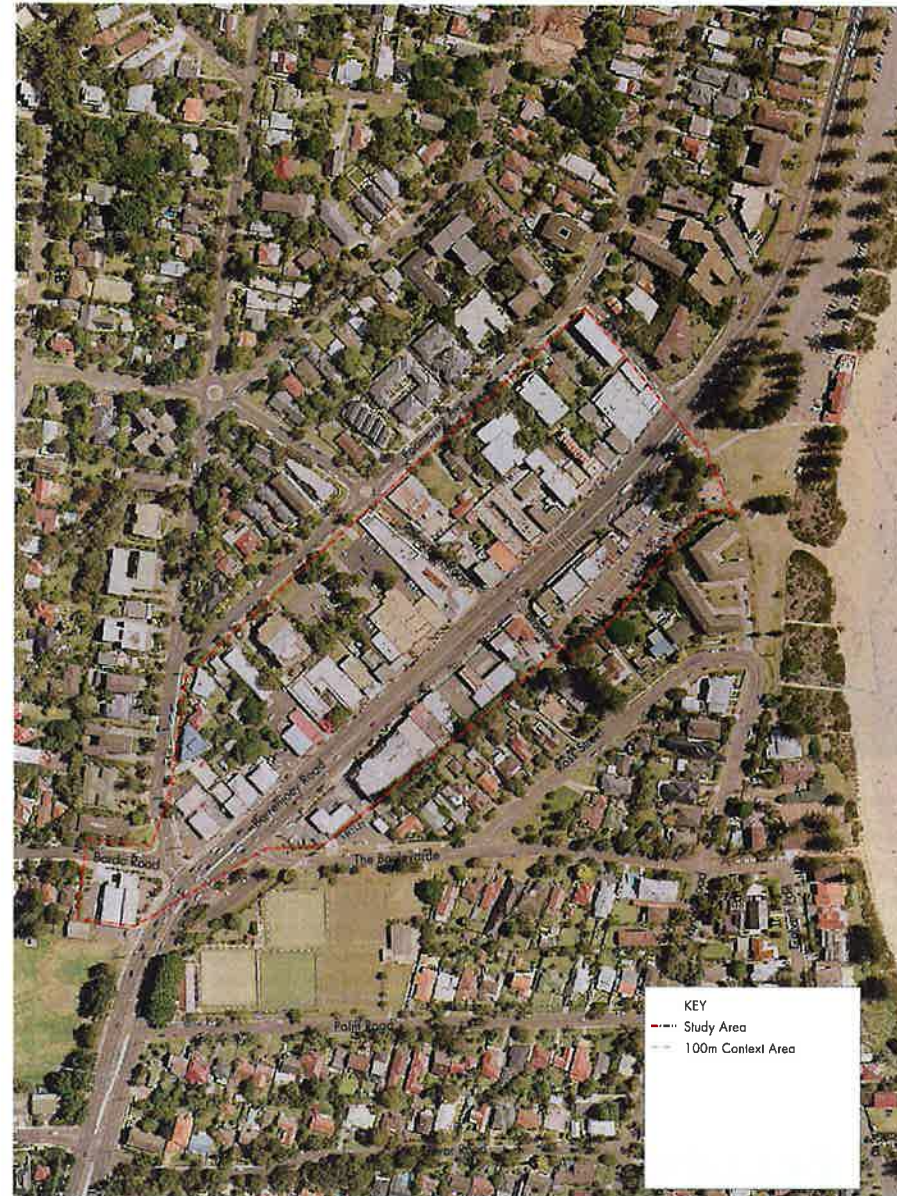


Figure 1.2 Study area

2.1 Topography and Setting

Newport Village is at the base of the Barrenjoey peninsula. The street pattern of the suburb responds to the topography, with curvilinear streets winding around and up the steep hills between the two water bodies, and a more regular loose grid pattern on flatter and low lying ground. Newport Village is nestled at the base of the hills which slope down to the south west and which provide a dramatic backdrop when approaching the centre from the south. Combined with the headlands to Newport Beach and the Bushranger Hill to the south, the surrounding hills create a unique setting that gives a strong sense of place.

Within Newport Village the land rises along Seaview Avenue, and slopes down from Foamcrest Avenue to Barrenjoey Road. Between Barrenjoey Road and the recreation areas edging the beach there is a small drop in level, facilitating open and generous views towards the ocean. Land is generally flat to the southeast [Ross Street and the Boulevard]



Figure 2.1 Topography & setting

Analysis

2.2 Views and Vistas

The following photographs record the current character of streets, public spaces, landscape and built form within the study area. They highlight the following issues:

- poor approach experience from the south (photo 1)
- heritage Norfolk Island Pines dominate the skyline, both on approach from the north (photo 42) and from the main street
- vacant sites in the village centre are notable gaps in the streetscape (photos 15-16, 31), as is the fire-affected former gallery / former (photo 13)
- 'rear of house' appearance to the Bramley Ave car park - generally service functions, unattractive to look at and not taking advantage of outlook (photo 28)
- walk up flats block views to the foreshore open space - and dominate the view from the beach (photo 33)
- the 'green' setting - both in terms of streetscape and the hilly backdrop - softens and unifies the disparate architecture (photos 30, 35, 46)
- the Foamcrest Avenue car park provides both 'breathing space' and mature tree canopy that buffers the residential from the commercial area (photo 48)
- Coles Parade lacks activity and is not benefiting from its direct visual relationship with the beach area (photo 39)



Figure 2.2 Views and vistas





Analysis





Analysis



2.3 Flooding

Newport has a history of severe flash flooding. Flash floods usually result from intense storms dropping large amounts of rain within a brief period. Flash floods occur with little or no warning and can reach full peak in only a few minutes. Flooding poses a severe hazard to the residents living close to creeks and drains. Flash flood events have occurred in March 1977, November 1984, October 1987, April 1988, February 1990, February 1992, April 1997, April 1998 and August 1998. Of these the 1977, 1987 and 1988 events resulted in above floor flooding and caused severe damage in the lower reaches of the catchment.

Areas most at risk from flooding are the commercial area along Barrenjoey Road, and the residential areas of Ross Street and the Boulevard. Properties that adjoin the main flowpath in Howell Close, Seaview Avenue, Neptune Road, Ismona Avenue, Ocean Avenue, Foamcrest Avenue, Barrenjoey Road and Robertson Road are also affected by flooding. In a 1% Annual Exceedance Probability (AEP) flood, properties in Ross Street and The Boulevard together with shops in Barrenjoey Road, and the Bramley Avenue carpark would experience water depths in excess of 1m. A flood of this size has one chance in 100 of occurring in any given year.

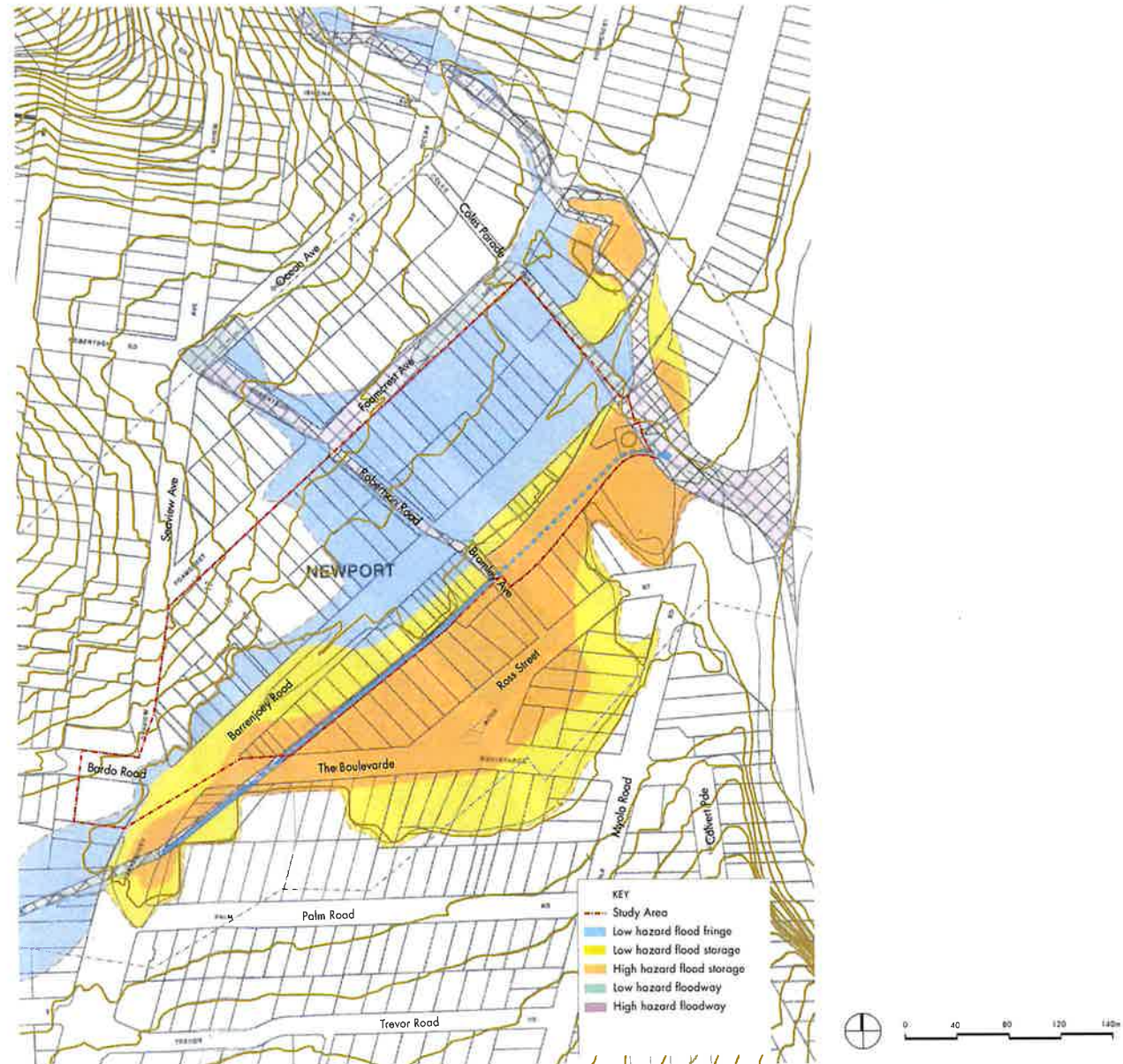
from the current SES 'Floodsafe' leaflet for Newport

The flooding issues facing Newport Village Commercial Centre are the most significant of all the contextual issues driving the future urban form, and hence the character, of the village. The requirement that the ground floor of new commercial development be 500mm above the 1 in 100 year flood level means that almost all properties are affected. Affected properties will need to raise the ground level of their shops or businesses from 400mm to 1.2 metres above the existing footpath level.

The flood affecation is a considerable constraint for businesses wishing to redevelop and in some cases it is likely that renovation rather than demolition and rebuilding will be a preferred option. For new development, there is an inherent tension between the need to build above the footpath level, and the need to make the connection from the footpath into the ground floor as clear, inviting and accessible as possible.

Within the study area, the areas most affected by flooding are the southern part of Barrenjoey Road and the area between Bramley Road and the beach access on the eastern side of the road.

Figure 2.3 Flooding



Analysis

2.4 Zoning and Land Uses

With the exception of the Council-owned car parking areas on Foamcrest Avenue (zoned special uses) and the Crown land behind Bramley Avenue (zoned open space), all of the properties within the study area are zoned General Business 3a]. The zoning permits residential uses, so long as these are attached to shops or commercial premises. It also permits, without consent, the erection, alteration or rebuilding of commercial premises and shops with no more than 2000 square metres and 1500 square metres gross floor area respectively.

Multi-unit housing is characteristic of the area adjacent to the commercial core. The original subdivision pattern has been modified through amalgamation to provide wide enough lots for townhouses and flats. Notwithstanding the same zoning for Barrenjoey Road and for Foamcrest Avenue, Foamcrest Avenue has a predominantly residential character including flat buildings, two well-presented townhouse complexes and some older detached houses. Further, while the two sides of Foamcrest Avenue are zoned differently, they have a similar character. On the western side of the road, for example, are several 3 storey walkups (refer Diagram 2.6 following) of a similar age and style to some on the east. Residential flat buildings would not be permitted under the current 2b zoning. Just north of the study area, on Barrenjoey Road, the zoning is 2a but again, the predominant land use character is of larger, bulky flat buildings (3-4 storeys).

Immediately east of the study area, between the commercial core and the beachfront, is an enclave of detached houses with the exception of two large flat buildings on the edge of the foreshore open space. This area, zoned 2a, features mostly older single storey houses with some recent renovations to two storeys (see Diagram 2.6).

There is an approved DA for a service station on the eastern side of Barrenjoey Road, where a previous service station stood. This approval is seen by the community as a constraint to the development of an integrated 'main street' character. There is strong community support for a supermarket to supplement the existing retail. A small supermarket has been proposed for the vacant land near Coles Parade.

Council has recently put out a brief for Expressions of Interest for the Council-owned land separated by a large consolidated parcel that extends from Foamcrest to Barrenjoey Road. Council has indicated that it will consider rezoning the Special Uses sites to include appropriate commercial and retail uses. The rezoning, and the sale of Council land, is dependent on Council being satisfied that proposals put forward will achieve a net benefit for Newport and will contribute to the sustainability and viability of the Commercial Centre.

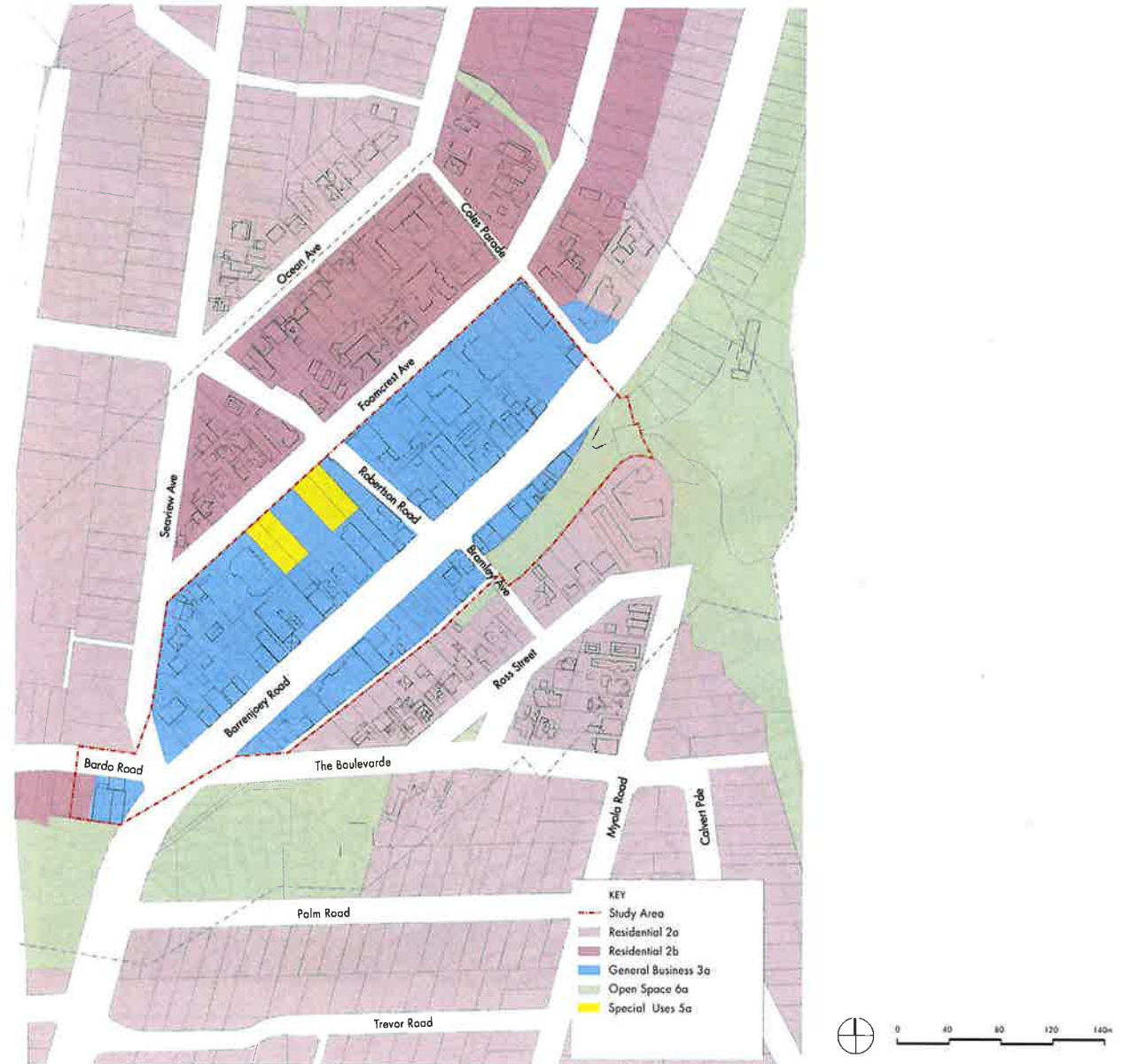


Figure 2.4 Zoning and land uses

2.5 Urban Form

Newport Village is notable for a variety of building types and scales. The built form diagram shows the existing building footprints and reveals the large 'gaps' in the structure of the village where there are vacant sites. It also shows that some of the older building stock, including arcades, almost wholly covers the block. More recent buildings observe a 3.5 metre setback from the front boundary, while older ones are built up to the footpath edge. There are four arcades:

- 1 off Barrenjoey Road, wholly open but terminating
- 2 within buildings, connecting Robertson Road and Barrenjoey Road
- 3 connecting Barrenjoey Road to the at-grade car park and thence to Foamcrest Avenue
- 4 on the east side of Barrenjoey Road, more of an internal corridor access to a number of office suites, terminating within the building
- 5 connecting Barrenjoey Road to the at-grade car park and thence to Foamcrest Avenue, with steps to handle the change of level to the car park (ie, not a fully accessible connection).

While there are areas of continuous strip retail frontages generally with awnings, these are interrupted by a number of breaks between buildings, where side setbacks allow glimpses deep into the block. These breaks, together with the arcades and the varied setbacks, create a loose, 'in and out' pattern along the edge of the street, which contrasts with the more strongly defined urban character of larger town centres.

Within the village centre there is a wide mix of building massing and scale, period and style, and condition. Buildings on Barrenjoey Road are of a commercial type and include some shop top housing, professional suites and 'sheds' (for example on the bottle shop and service station sites). On Foamcrest Avenue, walk up flat buildings predominate. The range of heights (from 1 to 3 storeys) and the meandering quality of the public domain interface along Barrenjoey Road contribute to the relaxed character of the place.

There are few buildings of high design quality in Newport. Most are functional and some are ageing. While there is some charm in the variety of style, materials and rooflines that has developed over time, there is also an opportunity to introduce built form that can better reflect the desired character as well as respond sensitively to the environment.



Figure 2.5 Built form

Analysis

2.6 Building Heights

Buildings within the study area range from 1–4 storeys. The scale is generally low, and the variety of heights and roof forms creates interest on the skyline. Three (3) storey buildings at the southern end of Foamcrest Avenue are visually prominent on approach from Barrenjoey Road (from the south) because of their elevation. There is an existing height limit of 8.0 metres above the flood planning level, which allows for a generous 2 storeys, but uncomfortably mean proportions if 3 storeys is compressed into the envelope.

The two through-building arcades that link Barrenjoey Road to the Foamcrest Avenue car park and Robertson Road respectively, and the Surfside Arcade, are all housed within single storey buildings (arcades numbers 1, 3 and 4 on Figure 2.5 Built Form).

Outside the study area, facing buildings on Foamcrest Avenue are a mix of 1 storey (older housing stock), 2 storey (recent townhouse development) and 3 storey (older walk up flat buildings). The houses on Ross Street are 1-2 storeys and the character here is of single detached rather than multi-unit housing. The two large flat buildings on Ross Street fronting the foreshore are obtrusive both in terms of their large footprints and their 4 storey height (3 residential storeys over 1 level of car parking).



Figure 2.6 Building heights

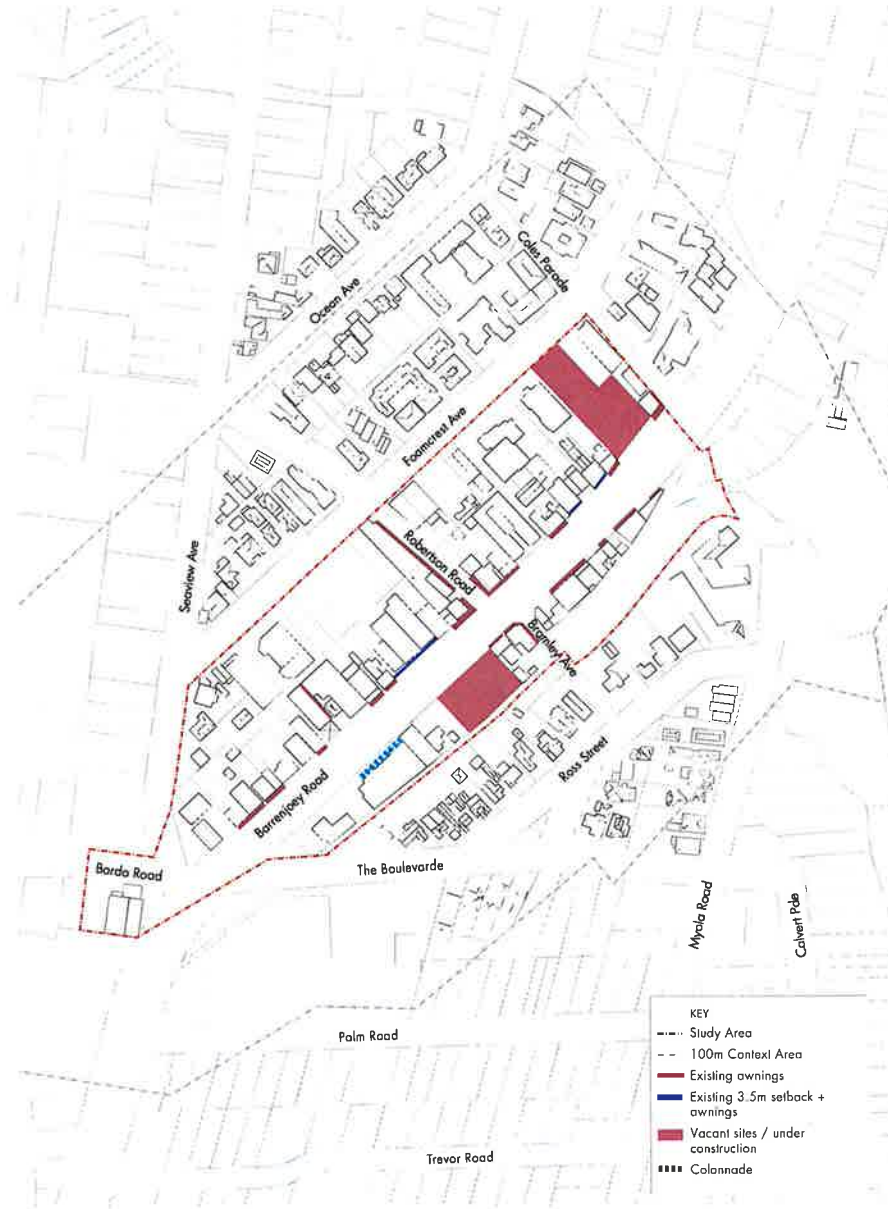
2.7 Awnings

The built form analysis together with this study of existing awnings demonstrates that there is no consistency along the main street in terms of the interface between the public domain (the street and footpath) and the private domain (the shopfronts). Some buildings are set out along the front boundary and have awnings overhanging the footpath. Some are set back behind the front boundary and have awnings that extend to or only slightly over the boundary, leaving the original footpath area uncovered while other buildings have no or minimal awnings. There is a comparatively recent mixed use development on the southern side of Barrenjoey Road with a colonnaded frontage, although the colonnade is within the property boundary, there is not a 'natural' or inviting path of travel for the casual passer-by.

Older buildings have generous ground floor ceiling heights and awnings in the range 3.3 - 3.6 metres above the footpaths. The more recent colonnaded building has a minimal ground floor ceiling height and appears proportionally squat on the street; the low ceiling over the retail and commercial entries is also somewhat oppressive, further discouraging pedestrian traffic. The low ceiling heights appear to be a consequence of squeezing three storeys within the current DCP building height limit.

The southernmost entry to the centre is the weakest in terms of built form defining the street (all buildings are set back and the service station uses are car oriented rather than pedestrian oriented). This suggests that if these uses remain, other opportunities for establishing that these sites are the 'beginning' of the Newport experience could be sought, through more active and engaging uses, and through built form that overlooks and addresses the public domain.

There are opportunities to improve the pedestrian amenity with additional awnings, and to visually extend the public domain by making setback areas appear to be part of the footpath, for example with paving treatment.



This colonnaded ground floor is not a good precedent for the village centre; it mitigates against the feeling of an open, inviting shopfront that is part of the public domain. It appears to discourage rather than encourage pedestrian movement next to the commercial entries.

Figure 2.7 Awnings and colonnades

Analysis

2.8 Open Spaces and Landscape Character

Norfolk pines dominate the skyline at the northern end of the village. These cultural plantings are of great significance to an appreciation of Newport's history and development, as well as to an appreciation of its seaside character. The residential streets around the centre have intermittent street tree planting, but a green character due to the mature planting in the private domain - front and rear gardens. It is apparent where more recent development covers more of the block than earlier housing, that canopy has been lost. Along Barrenjoey Road are scattered Cocos Palms that contribute little to the streetscape.

The steeply sloping topography has influenced the landscape pattern. Single houses set out along green hillsides create the visual character of the established residential areas. While the scale of buildings on the hills remains low, it is the trees that dominate.

The open spaces in and around the village centre differ considerably. They include:

1. the 'leftover' green space and car parking areas off Bromley Avenue
2. the Council car park area which has some attractive mature trees that soften the space
3. the children's playground
4. informal grassed open areas behind the beach with Norfolk Island Pines
5. beach and sand dunes
6. formal bowling and croquet greens
7. sportsground
8. stormwater channel.

There are many open spaces around the study area, but their 'useability' for people working and shopping in the centre is compromised by their distance from the shops, and the separation of Barrenjoey Road. The southernmost arcade (9.) on Barrenjoey Road is the most inviting public space along the street, and has seating for passersby in the shade of a large tree.



Figure 2.8 Open space and landscape character

2.9 Vehicle Movement and Parking

Barrenjoey Road is the major north-south route between the tip of the Barrenjoey peninsula and the centres to the south. It is in RIA ownership. The main road is heavily trafficked at peak hours and anecdotal evidence from community and stakeholders is that traffic volumes and speed make crossing difficult, creating a barrier between the two sides of Newport Village, and also between the west and the beachfront areas. Seaview Avenue and Bardo Road provide access to the main north-south route for people on the Pittwater side of the peninsula. This is the major intersection, as well as the southern entry to the village, but its importance is not currently reflected in the quality of the built form or the public domain. The long downhill approach on Barrenjoey Road from the south could be enhanced to create an entry experience that creates a sense of expectation before arriving at this particular point.

Robertson Road is one-way off Barrenjoey Road. The narrowing of the carriageway helps to create a more pedestrian feel, but cars still dominate the space, with much of the frontage on the SW side taken up by angle parking.

Car parking areas are generous and at grade. Within the centre they are more 'leftover' than they are 'designed' spaces; the Bramley Avenue parking area in particular is a very difficult site, constrained by flooding issues, the Barrenjoey Road buildings built to the rear boundary, and the lack of street frontage from development for other uses. The Foamcrest Avenue parking area is linked to the main street via two arcades. Vehicles enter from the direction both of Robertson Road and Seaview Avenue. Both car parks are well used by shoppers with some longer stays, and the Bramley Avenue car park is used by visitors to the beach.



Figure 2.9 Vehicle movement and parking

Analysis

2.10 Pedestrian Movement

Pedestrians move through Newport in a variety of ways. The footpaths are not continuous: there are footpaths on both sides of the retail / commercial streets, but typically there are none, or on one side only, on older residential streets. There are two connections from the Foamcrest Avenue car park through to Barrenjoey Road: one direct and one indirect. There is also a connection linking Robertson Road with Barrenjoey Road, through the centre of an older building and with specialist shops tucked into the interior; it is not immediately apparent that this is, in fact, a through connection, giving the space a hidden or 'secret' quality. This particular link achieves good amenity because of natural light penetration through [obscure] windows facing Robertson Road. The Surfside Arcade, which terminates, is used only by people accessing the predominantly health and wellbeing related services within it. Through access to Robertson Road, linking with the rear of this arcade along the mid-block property line, would provide an additional pedestrian link but would only be possible with wholistic redevelopment of a number of sites.

There are two signalised crossings of Barrenjoey Road, one at the southern end of the village and one between Robertson Road and Coles Parade. Pedestrians also cross the road at other points, using the narrow median to wait for traffic to clear. There appears to be a strong 'pedestrian desire line' from the Robertson Road intersection to Bramley Avenue. It is assumed that this desire line is linked to the car park.

Robertson Road has a pedestrian focus due to the narrowing of the carriageway to provide extended pavement for seating areas associated with the cafe / dining strip. There is also more daytime activity around this intersection in general, with the southern part of the village centre appearing less used. Community input suggests that there is good patronage of the restaurants to the south in the evenings, enlivening this area.

Access to the beach is from the northern end of the village, via a footpath through the grassed open space area. The path leads to the Surf Club, which is an 'attractor' in the sense that it generates pedestrian activity as people come and go regularly. There are other informal paths running along the beachfront, and sand paths through the dunes from openings in the coastal vegetation. The movement lanes within the Bramley Avenue car park are used as a shared way, creating potential vehicle-pedestrian conflicts.



Figure 2.10 Pedestrian movement

2.11 Land Ownership

Land ownership patterns offer both constraints and opportunities. Lots in strata title, and recently developed lots, are less likely to change in the short or even the medium term. Isolated lots, particularly those with frontage only to Barrenjoey Road, are severely constrained because of the lack of access and also because of the difficulty of accommodating parking within relatively small footprints. Lots that are amalgamated offer greater potential for efficient building envelopes and also for rationalised underground parking. The council owned parcels on Foamcrest Avenue are separated by a large lot in private ownership and effectively prevents their orderly development. The Crown Reserve lands comprise the Bramley Avenue car park, a small area of grassed open space and the stormwater channel. Lots backing onto this land have no public access or rights of way to the rear and are also constrained from being accessed from Barrenjoey Road.

The site to the north of the village centre that has become known as the supermarket site has been vacant for some time and is currently under construction. The vacant site in the middle of the village has a recently approved DA for a new petrol station and convenience store.

Pittwater Council has recently called for Expressions of Interest for the Council sites on Foamcrest Avenue. Council is seeking to (at least) retain the quantum of public car parking spaces and, through this development opportunity, to "provide an economic and employment boost to the Newport Commercial Centre and provide a net community benefit to the Pittwater community". Council is foreshadowing that uses may include retail, commercial office space and Council office accommodation and that, consequently, they would be prepared to consider rezoning their land holdings from 'Special Uses'. Consideration of neighbour impacts, sustainability principles, and the potential for vehicular access from Foamcrest Avenue for adjoining sites, are also important issues in the EOI brief.



Figure 2.11 Land ownership

Analysis

2.12 Stakeholder Consultation

As part of the process to prepare a masterplan for Newport Village, two consultation activities were undertaken as part of the 'visioning' stage of the project. First, a survey sent to landowners within the Newport Village Commercial Centre, adjoining residential landowners, relevant government departments and agencies, community groups and interested people. The survey was also posted on Council's website to enable the survey to be completed online. Second, a community workshop took place at Newport Primary School on Wednesday March 8 from 7.00 – 8.30pm.

Across both of these activities there was a high level of participation, and considerable thought put into the responses and comments received. Those people who wrote or attended were articulate and often passionate about both the present situation in Newport and its likely future. Many important issues were identified and valuable ideas were shared.

1 WEBSITE SURVEY

The website survey asked the following questions:

- What do you like most about Newport?
- What do you like least about Newport?
- What does Newport need and where should such needs be located?
- What are the challenges facing Newport now and in the future?
- Do you have any other comments regarding Newport and/or the Newport Village masterplan survey?

These questions were also included in the agenda for the stakeholder workshop for consistency.

RECORDING OF RESPONSES

41 people responded to the survey. Below is a summary of the survey responses. In general where a number of people made the same point, that point is only noted once but with an indication of how many people felt similarly about the particular issue.

What do you like most about Newport?

- By far the most popular 'like' is the village atmosphere, mentioned by 30 people. 17 people identified the beachside location and lifestyle. The comparative lack of development (compared to Dee Why and Mona Vale), lack of overcrowding, convenient location, and boutique retail as well as cafes and restaurants, were also favourably mentioned.

What do you like least about Newport?

- Traffic-related problems lead the 'dislikes' (21 people) closely followed by the lack of a supermarket (14 people). There was a perception from 6 people

that the shopping centre is dying, supported by 9 comments bemoaning the recent closure of shops. There was some concern about the appearance of the village and the maintenance of its facilities; this was linked to concerns about graffiti and vandalism (6 people). 6 people also felt that there is a lack of 'ambience' resulting from uninspiring architecture and shopfront appearance.

What does Newport need and where should such needs be located?

- 22 people want a supermarket. The next most popular 'need' (12 people) is for new developments to be "appealing to the eye". Other identified needs were spread relatively evenly across the respondents and tended to have between 2 and 5 people noting them. They include facilities for young people, a mix of stores, improved streetscape and public spaces, better visual quality (including landscaping), mitigation of visual impact of infrastructure and more landscaping. The need for better pedestrian connections was identified in comments about crossing roads as well as accessing shops from car parking and surrounding areas. Traffic calming / management was mentioned by 11 people.

What are the challenges facing Newport now and in the future?

- Fairly equally divided (8,9,10 comments respectively) were the challenges of stopping overdevelopment, dealing with traffic congestion and parking needs, and providing opportunities and "the right environment" for businesses to return. The centre's relevance, level of patronage, retail mix and variety of products and services were touched on by 13 people; this is strongly linked to the desire already noted to encourage and support businesses in Newport. In total therefore, 23 people see the sustainability of the commercial area as a key challenge.

2 STAKEHOLDER WORKSHOP

The workshop agenda was as follows:

7.00 INTRODUCTION
(Mark Ferguson, General Manager, Pittwater Council)

7.10 PRESENTATION OF COMMUNITY FEEDBACK
(Lynne Hancock, HBO+EMTB)

7.15 WORKSHOP DISCUSSION OF ISSUES

- In groups, discuss what you see as the major issues affecting the centre. Some of these issues are: land uses, traffic and parking, pedestrian connections, safety and security, heritage, landscape, building type and scale. You may have others!
- Workshop participants should consider the following questions:
 - What do you like most about Newport?
 - What do you like least about Newport?

- What does Newport need – and where?
- What are the challenges or impediments to achieving improvements?
- The facilitator will record the discussion.
- If you want to fill in an individual survey form (on the back of the agenda) and hand it in to us, you are very welcome to do so. You can decide if you want to answer all the questions or only the ones that are of most interest to you.

7.55 DESIRED FUTURE CHARACTER

- In groups, discuss what you would like the commercial centre to be in the future. This can take the form of a 'vision statement' which sums up the character of the centre, for example "In 20 years' time Newport will be/have..."
- Please record your own vision statement. Only one statement per person per post-it note!
- Please have the group facilitator stick all the vision statements on a large sheet of paper
- We will collect the statements and record them all

8.25 CONCLUSION AND THANKS

RECORDING OF RESPONSES

- In groups
Over 60 people attended the meeting. Six groups (a total of 58 people) were formed, each facilitated by Council staff member or consultant. People were asked to identify themselves as business owners, land owners, residents or employees (some of these categories overlap). There were:

11 Business owners
33 Land owners
53 Residents
2 Employees

Each group worked at its own pace and some covered the key issues more than the desired future character. Different groups had different emphases, but there were many concerns and hopes in common. Below is a broad summary of the workshop outcomes.

- As individuals

The back of the agenda was designed as an additional survey form, for people who were unable to attend the whole session or who wanted to supply their own written response rather than (or as well as) taking part in a group discussion. These forms were handed in to Council staff and were also included in the assessment of issues and desired future character. 29 forms were received.

Key issues

All groups identified traffic (volume and speed) and the commercial focus (either the retail mix and/or the need for a supermarket). Pedestrian access across Barrenjoey Road, including issues of convenience and safety, was also noted. Some people were concerned about potential overdevelopment while others identified that streamlining the development process would assist revitalisation. Important for some was the lack of activities and spaces for young people. Perhaps most important of all was the desire to maintain and enhance a 'village' or 'community' character, which was perceived by some to have been diminished over time. The comments below include a review of the individual as well as group responses.

Likes and dislikes

Land uses

The shopping village, the restaurants and cafes, and the mix of services were liked. Gaps in those services were also noted, as was the need to encourage more people to shop in the centre. In particular, a lack of community uses and open spaces was commented on. An arts or cultural focus was one suggestion of something missing that could enliven Newport. Relating to built form, there was a feeling in some groups that boutique retail / smaller shops were preferred to 'mega' businesses with large floor plates.

Built form

There was considerable debate about a sustainable and attractive built form that would be suitable for Newport. Many people expressed a desire to retain the current scale of building, while some were happy to see a height increase so long as this was tied to improved amenity in the form of open space. High rise was definitely not preferred. One group commented that part of the village charm was the existing mix of building heights. Some groups went into more detail about detailed design, and there was praise for a renovation of an existing 3 storey building on Barrenjoey Road, of St Michael's Church as integral to the village character, of the need to step back the top level of buildings to reduce their apparent scale, and generally of a need for improved design quality. Materials were also discussed, with natural materials and finishes including sandstone and timber mentioned as suitable for Newport. Elements that were disliked included rooftop communication devices, building signage creating visual clutter, run-down shopfronts, and the current paving.

Trees and landscaping

Opinions were mixed about species for the village. In general indigenous rather than exotic species (especially palms) were preferred; planter boxes appeared to be somewhat unpopular; and Barrenjoey Road would benefit from increased street tree planting.

Traffic and parking

This was of great importance to many people, particularly in terms of traffic speed. Slowing traffic down as it passed through Newport was seen as critical to linking the two sides of Barrenjoey Road and creating better and safer pedestrian connections between the shops, and from the western side to the beach. There were suggestions for controls that would limit parking times on the main street, to both encourage the use of longer stay parking at the rear of the shopping strip, and to ensure that there was enough movement in and out of parking spaces on Barrenjoey Road to support drivers stopping rather than continuing through. There was seen to be a need to consider vehicle access to the rear of properties. Some discussion about the roles of Coles Parade and Robertson Road arose from a perception that areas favouring pedestrians had more appeal than those that are heavily trafficked.

Pedestrian safety and amenity

The main 'dislike' is the current lack of crossing opportunities on Barrenjoey Road, and the perceived danger to pedestrians when they do cross. Foamcrest Avenue and Robertson Road were also mentioned as needing safe places to cross. Different groups had different views about the width of the pavements (some thought they worked well, others thought they should be wider). One group and some individuals noted that there should be continuous and fully accessible footpaths to important facilities like the pool.

Access to the beach

This was seen by all groups as needing improvement, both in terms of the visibility of the beach and the physical connections to it for both vehicles and pedestrians. The beach is not currently operating as a focal point for Newport – it is not obvious that Newport is next to the sea. One group liked the glimpses / views through to the beach from the centre. Accessways or thoroughfares were seen as having the potential to contribute to the vibrancy of the village – they are not seen as doing this at all now.

Arcades and seating spaces

Many people felt that there was significant room for improvement in the form and quality of Newport's arcades. 'Blind' or dead end arcades specifically received negative comment from four of the groups. They were seen as lacking amenity and attractiveness. Graffiti was also seen to be a problem arising from lack of use of these spaces. While more seating was desired, it was not seen to be suitable in these spaces. More seating – connected with more public spaces in which to sit – was also mentioned as desirable.

Other issues

Most of these comments relate to the existing visual character of the village. Particular dislikes include vacant land, telecommunications infrastructure, garbage bins on the main road and in arcades, the lack of public toilets, a dearth of useable open spaces, and the lack of use of Newport's great asset – the beach.

Needs and challenges

Many positive suggestions were made in this part of the workshop. They cover land uses, built form, social and cultural activities, and the open space and pedestrian network. Some suggestions also cover the ongoing process of encouraging the desired masterplan outcomes.

The main challenges are similar to the issues identified: traffic, flooding, retaining a sustainable mix of uses, providing incentives for high quality development, creating a 'heart' for the village, enhancing the vibrancy and useability of the 'main street' along a busy main traffic road. The needs included:

- Locate and develop a plaza or pocket park to provide a central focus for the village
- Provide more facilities for young people (eg skateboard ramp, bowling alley)
- Encourage a small supermarket
- Provide a community centre / library
- Create incentives for landlords / developers / business owners
- Upgrade links between the commercial centre and the beach
- Enhance the Surf Life Saving Club with a wider mix of uses
- Enhance the beach promenade experience – for example beautify the area with a boardwalk
- More efficient use of the beachside car park
- Prohibit a service station use in the centre of the village

Analysis

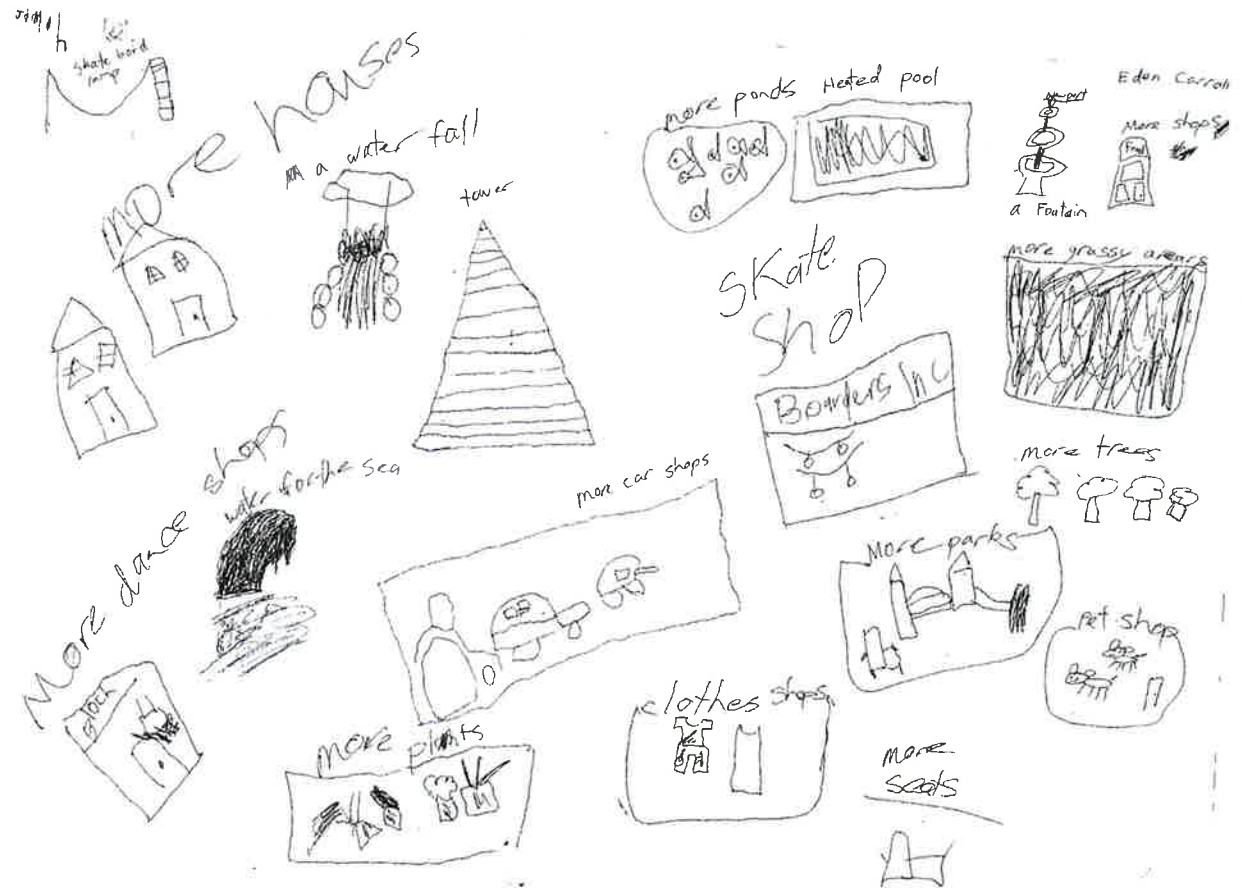
Towards a vision for Newport

Many inspiring individual vision statements were recorded (in text and drawings). The overall 'tone' of the comments is summarised by this one: "Newport village should be a place that can be the centre of our lives". Below is a sample - there are many more we could have chosen. All of the statements contribute towards an overall vision statement and design strategies for Newport Village Commercial Centre.

[In 20 years' time, Newport will be...]

- ... a unique village with a relationship to the beach and plateau behind, that has a good mix of businesses to provide for local residents and tourists, pedestrian connectivity, and opportunities for al fresco dining.
- ... pedestrian friendly with multiple linkages to facilities, and have a village atmosphere reflecting the beachside character, facilities for social interaction for all ages, and central commercial activity to attract people to the centre.
- ... a place to stop, shop, eat, linger and enjoy.
- ... a vibrant village where citizens can shop locally, feel safe and feel proud of a caring community.
- ... a family orientated community minded village with links from north to south and east to west, which will make it easier for all people to shop eat and enjoy this wonderful natural environment
- ... thriving and unique, with a real village feel to the centre and more beach access.
- ... a compact, well planned village ... linking east and west
- ... a place with a beautiful board walk from headland to pool with seats along the walk, interesting shops with easy access from beach area to community centre, vibrant supermarket, residents step out for night dining and day time coffee shops
- ... somewhere where I will know all my community and enjoy wandering to the beach and informing visitors and locals about our history. Waving to those in buildings above. For visitors to say they love Newport style. A sea side village to love walking around, sitting and chatting, know what's going on in the future and past. A promenade from oval to beach at night and the place to be - a cultural experience for all that visit with sandy feet.

Our youngest participants provided these beautiful drawings of the sorts of things they would like to see in Newport in the future.



3.1 Constraints and Opportunities

Delivering on the vision requires careful consideration of the issues particular to Newport Village: its strengths and weaknesses, opportunities and constraints. These issues have a significant impact on the future built form – where it is located, how buildings relate to the street, the bulk and mass of buildings, where there are openings between and through buildings to connect the pedestrian network, and how vehicles access sites and parking. They also have an impact on the public domain – on the location of pathways, pedestrian crossings, connections to the beach and the proposed community centre, and on proposals for landscape elements, lighting and signage.

The principal constraints and weaknesses are:

- Flooding – the ground floor of new development on Barrenjoey Road will be raised to between 400mm and 1.2 metres above existing street level (depending on location), because of having to build 500mm above the 1:100 year flood level. This is a constraint both on active frontages and on accessibility.
- Ownership patterns –
 - lots in strata ownership are unlikely to develop in the short/medium term
 - single lots are inefficient in terms of the capacity for on-site, underground car parking, and to achieve necessary building separation for residential amenity
 - the separation of the Council-owned parcels by a large lot in different ownership reduces the potential for orderly development of those sites
- Through traffic on Barrenjoey Road – the RTA requirement to maintain two through lanes and one parking lane in each direction limits capacity to extend the public domain, narrow the street and slow traffic
- Poor visual and physical connectivity
 - between the commercial centre and the beach, and
 - between the commercial centre and the proposed community centre
- Lack of 'full service' commercial and retail uses in the village, in particular the lack of a supermarket which could anchor the commercial centre
- Through site links and arcades that are either dead ends, not overlooked, or where the wayfinding is poor, have safety and security issues and are not contributing positively to the connectivity of the pedestrian network
- Barrenjoey Road is a barrier to pedestrian movement and divides the village centre down the middle
- Inactive edges and inappropriate uses at prominent corners / entry locations to the village
- Mixed – sometimes poor – quality built form, typically 'boxy' in appearance, contributing to the lack of distinct identity for the place

- Businesses to the south-west and north-east along Barrenjoey Road are under-utilised
- There is a need to maintain the quantum of public parking spaces currently provided on the Foamcrest Avenue site
- Vehicle and service access to properties on Barrenjoey Road is constrained by:
 - RTA prohibition on vehicle entries off Barrenjoey Road if access from another street is possible
 - Lack of rear lane access combined with narrow lots on the east side
 - Inability of lots backing on to the Bramley Avenue car park to secure access rights across Crown Land

The principal opportunities and strengths are:

- Extend planting of the heritage Norfolk Pines: to consolidate them as an identifier for Newport and to draw the eye along the length of the commercial centre towards the beachfront areas; to unify both sides of Barrenjoey Road as a strong vertical element at the 'apex'; and to do so while still allowing visual links between both sides of the road, due to the pines' vertical habit and proposed generous spacings.
- Reinforce Robertson Road as a vibrant pedestrian hub
- Extend the accessible public domain on Robertson Road by creating a generous useable space with seating and shade, that can support the ground floor retail uses (especially cafe / dining) and is also welcoming and attractive to the general public.
- Consolidate lots in single ownership to create developable parcels
- Create active frontages to both sides of Robertson Road, to the important corner site adjacent to the beachfront open space, and to the eastern corner of Barrenjoey Road and The Boulevard, to help draw pedestrians to important 'attractors': the beachfront and promenade; the village square; and the community centre
- Develop the path network along the waterfront and foreshore open space areas, connecting pedestrian and cycling paths with key locations in the village
- Retain the existing pattern of arcades to maintain the informality of the pedestrian network, creating more linkages, and providing for accessible entry to ground floors raised above the 1:100 year flood level
- Relocate one pedestrian crossing and create a new crossing to make three signalised crossings on Barrenjoey Road, spaced at the ends and towards the centre of the commercial strip
- Reduce traffic speed through the village with a combination of management methods and by physically and visually narrowing the carriageway
- Rationalise vehicle movement and parking arrangements on the Bramley Avenue car park to improve functionality and pedestrian safety

- There is potential to link the centre more strongly with the beach through improved pathways as well as with visual cues
- The street setback of 3.5 metres effectively extends the public domain and provides opportunities for retail / cafe uses to spill out onto and enliven the footpaths
- Encourage best practice ecologically sensitive design that responds to Newport's climate and setting, and that sets the direction for place-sensitive, responsive architecture.
- Encourage high quality design of the public domain and of front setbacks in the private domain to reinforce 'Newport style' and a sense of place
- Reveal and express the area topography with built form that enhances views to the sea and the hills, and that enables view sharing
- There is an opportunity to strengthen appreciation of the history and geography of the place through interpretive signage, walking trails, information boards and street banners.

Principles

3.2 Core Principles

Over-arching masterplan principles have been developed, and have evolved during the study, that will support the vision for Newport Village and underpin its desired future character. The basis for these core principles was established in the earliest stages of the project, as part of the masterplan brief prepared for the Project Control Group by Council. The core principles encompass economic, social and cultural, environmental and design issues, to assure that the masterplan can contribute to a sustainable outcome for Newport.

Economic principles

- Revitalise Newport Village Centre
- Build on the existing strengths of the village
- Increase the mix and diversity of uses
- Increase visibility of the commercial centre from the beachfront to support visitor / tourism activities
- Provide sufficient parking to accommodate village users

Social and cultural principles

- Activate and enliven streets and public spaces to improve safety and security, and the perception of safety and security
- Create a village 'hub' for Newport where people can gather and interact
- Improve the experience of arriving and being in Newport
- Link public open spaces to create a legible and accessible pedestrian network
- Create clear and inviting connections to community facilities and to public transport
- Encourage walking and cycling
- Foster understanding of Newport's history, geography and community

Environmental principles

- Improve connections between the village and the beach
- "Green" Barrenjoey Road with street trees
- Provide sheltered, pleasant public spaces
- Optimise commercial and residential amenity
- Represent Newport as a leader in environmental sustainability

Character principles

- Design the public domain (footpaths, arcades and plazas) at a 'human' scale that supports the village character
- Reinforce the relaxed character created by varied building setbacks, heights, facades and roof forms
- Design buildings to respond to the climate, topography and setting
- Protect and share views to ocean and hills

3.3 Concept Development Process

Once the core principles were established, they set the direction for the development of options for the public and private domain. Preliminary concepts for the arrangement of open spaces, pedestrian network and building massing were developed in the form of diagrams and text, and presented for discussion and review by a self-nominated group of community representatives and Council staff. This group of people formed a focus group. Two workshops were held as the design principles and urban design concepts were developed. At each meeting the consultants presented a powerpoint illustrating the proposals and recommendations to date, for discussion and review. The powerpoint presentations, together with comments and suggestions arising from the workshops were summarised and posted on Council's website. The group met the second time when the preliminary ideas had been further investigated, changed or refined, and provided comment to the Consultants. Both sets of comments are attached in the Appendix. The proposals that were developed into the draft Masterplan are below.

3.3.1 First focus group

There was recognition that the urban structure of Newport is well established and there are limited opportunities for significant changes. This stage focussed on establishing the key guiding design principles, and investigating the potential guidelines, actions and projects that could support the principles. The table below is what the consultants prepared for discussion by the focus group.

PRELIMINARY PROPOSALS	RATIONALE
Provide a small urban park/plaza on Robertson Road	• to create a village 'heart', edged by active uses • to consolidate the existing pedestrian focus on Robertson Road, effectively creating more frontage • to take advantage of the northern orientation for sun access • to create a haven from the main road but still located in the centre of the village, close to the proposed signalised crossing to the beach
Retain the urban pattern of arcades on the west side of Barrenjoey Road	• to support the existing / desired informal streetscape quality • to allow access into shops and to residential component of mixed use buildings (considering the flood conditions)

PRELIMINARY PROPOSALS	RATIONALE
Create a new north-south shared access through the middle of the block between Barrenjoey Road and Foamcrest Avenue	• to connect the new park/plaza with the existing arcade at 335 Barrenjoey Road and the adjacent public car park within the residential flat building • to allow vehicle access to the rear of commercial properties • to provide a potential additional frontage to ground floor commercial uses on Foamcrest Avenue • to create a generous, green corridor that enhances the open space network • to connect with arcades / pedestrian links from Barrenjoey Road • to provide alternative access to the residential component of buildings on Barrenjoey Road
Consider the potential for a building on the site of the Bramley Avenue car park, with car parking at ground level and could have other uses above	• to investigate whether there are alternative uses for the site • to formalise a public rear lane serving the Barrenjoey Road properties
Maintain the 3.5 metre setback from the west side of Barrenjoey Road, and on the east side south of Bramley Avenue. Ensure that changes in level to manage flood liability are handled behind the building line	• To effectively extend the public domain, maintaining a generous and accessible paved area that can support outdoor dining and other active uses • To provide horizontal (as well as vertical) separation for any residential component of the buildings from the traffic impacts on Barrenjoey Road • To reduce the level change needed within properties by allowing a gentle slope up to the building line (without compromising accessibility of the footpath and front setback)

PRELIMINARY PROPOSALS	RATIONALE
Enable building heights of 3 storeys on Barrenjoey Road, setting back the top storey to maintain a 2 storey street wall height datum	- To enable people to live as well as work in Newport Village - To support the viability / development potential of new building, including providing underground parking - To intensify the mix and diversity of the centre while maintaining a pedestrian scale to the street

There was broad support for the principles and considerable discussion about how to achieve them, in particular the potential for and desirability of a civic plaza. Whatever form this might take, there was consensus that Newport would benefit from a "heart" or focus for the community, and that a location in the middle of the village, for example on Robertson Road, would be appropriate. Strong support for maintaining and enhancing the pedestrian network, and if it could be connected with existing and any new public spaces, was recorded. The recurrent concern about the lack of character and lack of a sense of destination found expression in the desire for a "draw" in the form of a use like a cinema or supermarket together with services, well designed retail, shops, etc.

There were mixed views about the desirability of underground parking but also a recognition that this was in part a management issue and was preferable to parking above ground in structures. There was also a mixed response to the proposed built form, with concerns expressed about the impact of 3 storeys. It was agreed that this could be acceptable with careful control of the building massing, especially generous setbacks at the upper level, and that 3 storeys may not be appropriate everywhere within the commercial centre.

An important outcome of this first meeting was agreement that the Bramley Avenue car park should remain open space (ie not having any structures on it). Its current use i.e. parking, is very important in retaining the function of the village centre.

In response to flood constraints, there was general appreciation of the limitations on design of footpaths and shopfronts that the flood level creates, and of the suggested design solutions to allow for easy and inviting entry to retail premises, and to keep a direct relationship between shops and the footpaths.

3.3.2 Second focus group

The consultants gave a powerpoint presentation recapping the previous discussion with the focus group, and identifying how the preliminary proposals had changed or been developed further following that meeting. The proposals were more concrete and the discussion more specific than the first focus group meeting, leading to the draft masterplan recommendations subsequently put to the wider community at the public meeting on June 21 2007.

Summary outcomes of this workshop were:

People were very positive about the proposed streetscape upgrade, including median planting of large scale trees. While different species were discussed, the majority view was that Norfolk Island Pines were "very Newport" and would contribute to a unique village identity. The need for improved informational and event signage was seen as a public domain enhancement that could and should be integrated with new planting, median and pavement treatments.

As before, there were mixed responses to the idea of a new public space on Robertson Road. There was, however, general agreement that it was important to maintain the liveliness and pedestrian activity on Robertson Road, and that streetscape improvements to extend and enhance the public domain were desirable, whether as a 'set back' space in front of buildings, a generous opening /entry to any through-link or mid block arcade, or as a generous widened footpath.

It was noted that there are community concerns about the volume of traffic on Foamcrest Avenue at the moment, and concerns about its increasing in the future. At the same time, it was felt that the quantum of public car parking on Foamcrest Avenue should be maintained, perhaps consolidated and better utilised. Following on from the earlier focus group discussion, while there was still some uneasiness about underground parking, it was seen as acceptable to have one level underground of public parking, preferably with some natural light and ventilation (ie. a component of sub-basement parking).

Recognition of the poor urban and amenity outcomes resulting from the current building height controls led to a recommendation from the group that future controls and guidelines should promote high quality buildings with a variety of roof forms and building modulation, to avoid a bland and boxy appearance to the centre. Environmentally sensitive design, including climate responsive architecture, should be encouraged.

3.4 Urban Design Principles

The urban design principles include both the public and private domain, and build on the opportunities to enhance Newport's character, structure and urban form.

3.4.1 Land Uses

Objective: Create a sustainable village commercial centre serving the Newport and Barrenjoey Peninsula community

Principles:

- Allow a range of opportunities for retail, commercial, community and residential uses in appropriate locations
- Ensure that land uses support the vision for the desired future character of Newport Village, including appropriate and accessible community facilities
- On Barrenjoey Road:
 - provide for active ground floor uses, in particular retail uses
 - encourage commercial uses above ground level
 - enable residential uses above ground level
- Encourage café and dining uses on side streets and fronting pocket parks or urban plazas, to optimise amenity for outdoor dining
- Maintain the existing low scale of neighbouring residential areas
- Provide adequate local open space to support local business people and people who use the centre for shopping and services
- Provide small scale retail and leisure uses adjoining the foreshore, parks and urban plaza areas, including cafes with outdoor dining
- Encourage consolidation of lots to provide for efficient underground parking and to optimise development yield and high quality urban design outcomes
- Design mixed use buildings whose envelopes are adaptable to either commercial or residential uses on the levels above ground

Principles

3.4.2 Role and Identity

Objective: Draw on Newport's unique character to celebrate and enhance its image

Principles:

- i. Promote Barrenjoey Road as a lively and active main street
- ii. Maintain the pedestrian focus of Robertson Road
- iii. Increase the visibility and accessibility of the Village for a wider range of users
- iv. Retain and enhance views from within the Village to the surrounding hills and the beachfront areas
- v. Increase appreciation of the cultural plantings of Norfolk Island Pines
- vi. Optimise the strategic location at the northern entry with high quality built form integrated with public domain treatments that visually and physically link Barrenjoey Road to the beachfront areas
- vii. Enhance the southern entry with large scale landscape planting in the median of Barrenjoey Road between Queens Parade and The Boulevard / Bardo Road
- viii. Retain and enhance key elements of the urban structure: existing street, lane and arcade pattern, established trees, pocket parks and reserves
- ix. Encourage public domain treatments that reflect the unique character of Newport, including the provision of public artworks
- x. Require future built form that is appropriate to the desired future character of the place

3.4.3 Pedestrian & Cycle Network

Objective: Enhance and extend the opportunities for pedestrians and cyclists to move safely and comfortably within the public domain

Principles:

- i. Link public open spaces with the existing street network and with an interconnected pedestrian and bicycle network
- ii. Create opportunities for casual overlooking and activity around the edges of open space, to promote perceptions of safety and security
- iii. Reduce vehicle speeds through and around the commercial centre to support a pedestrian and bicycle friendly environment; and manage traffic speeds in quiet residential areas
- vi. Enhance existing pedestrian routes and link them with foreshore, open space and residential areas, with commercial, retail and recreational activities and with public transport nodes
- vii. Create opportunities for cycling along the foreshore and connecting safely with the street network
- viii. Create clear and legible pedestrian connections from Foamcrest Avenue to Barrenjoey Road, and mid block to Robertson Road, ensuring that connections are generous and open, with direct and clear lines of sight and opportunities for casual surveillance
- ix. Continue to require setbacks to the west side of Barrenjoey Road to extend the public domain and support outdoor uses related to retail and restaurant frontages
- 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

3.4.4 Traffic and Parking

Objective: Balance traffic flow and parking requirements with the need to promote a pedestrian and bicycle friendly environment

Principles:

- i. Implement the streetscape masterplan including the following key elements:
 - a. Signalised pedestrian crossings at Coles Parade, Robertson Road and The Boulevard to increase opportunities to cross Barrenjoey Road and to accustom traffic to having to slow and stop through the centre
 - b. Provision of two lanes of through traffic, a parking lane and a bicycle lane in each direction
 - c. Time limited parking on Barrenjoey Road to promote perception that spaces turn over, thus supporting more people to stop and use the retail and commercial services rather than drive through the village
 - d. Planting of the median with signature Norfolk Island Pines to visually reduce the scale of the road and in doing so assist in slowing traffic; and planting of the footpath with smaller street trees (tuckeroos) to reinforce the pedestrian scale
 - e. Kerb extensions to increase pavement widths and reduce carriageway widths at crossing points and on corners
 - f. Improved vehicle circulation through the Bramley Avenue car park, with Bramley Avenue to Barrenjoey Road becoming one way
- ii. Locate vehicle access to on-site parking on rear lanes and side streets. Minimise footpath crossings (eg driveways, service entries) on Barrenjoey Road
- iii. Locate parking for new development underground.
- iv. Maintain the quantum of public parking spaces within Newport Village Commercial Centre

3.4.5 Public Areas

Objective: Create a lively and active network of streets and public open spaces with high amenity, safety and security

Principles:

- i. Connect with the range of opportunities for recreation and relaxation on offer adjacent to the commercial core, including the Bowling Club, children's play area, proposed community centre, cultural activities, churches and beachfront promenade.
- ii. Use large street tree planting (Norfolk Island Pines) in the median to 'green' Barrenjoey Road, to visually reduce the width of the road and the scale of built form
- 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
- iv. Formalise the small open area west of Bramley Avenue as a pocket park
- v. Design public open spaces to be contiguous with streets and footpaths to ensure they are visible and overlooked
- vi. Encourage landscaping and mature tree planting in the private domain on Foamcrest Avenue and Seaview Street, to provide green spaces and tree canopy to supplement public domain planting
- vii. Provide continuous awnings for weather protection and to enable outdoor dining

3.4.6 Urban Form

Objective: Provide sensitive, high quality and integrated urban, landscape and architectural design

Principles:

- i. Create an inviting and relaxed character for Barrenjoey Road, with shopfronts that open to the footpath, awnings for weather protection and to reinforce a pedestrian scale
- ii. Design built form to define and enhance the spatial quality of streets and open spaces by aligning buildings with them
- iii. Scale and locate built form to protect and enhance views from or towards important natural features, in particular street vistas towards the western hills, views through and over buildings towards the headlands and ocean, and views of the Norfolk Island Pines from within the village
- iv. Optimise the strategic location at the northern entry with high quality built form integrated with public domain treatments that visually and physically link Barrenjoey Road to the beachfront areas
- v. Protect the character, amenity and outlook of neighbouring residential areas by making appropriate transitions in scale from the commercial centre
- vi. Optimise sun access to streets, and public open spaces by carefully locating and massing built form
- vii. Encourage high quality landscape design of public spaces, the interface between public spaces and private development, and within new development
- viii. On large lots, and where lots are consolidated, ensure that the scale, massing and proportions of new development reflect the original smaller lot subdivision and are sensitive to the desired village character
- ix. Encourage high quality, environmentally responsive contemporary design, in particular whose outlook, building layout, design for passive solar and natural ventilation, and use of materials responds to Newport's microclimate, to the site orientation and views, and to the building's relationship to the street and its neighbours.

3.4.7 Views and Landmarks

Objective: Enhance vistas and street views that reveal the topography, relationship between the village centre and the beach, and important natural elements

Principles:

- i. Retain the cultural importance and landmark quality of the Norfolk Island Pines, including those on private land (Bramley Avenue)
- ii. Protect and enhance important street views within the centre:
 - north west up Coles Parade towards the hills from the beachfront area, and across Barrenjoey Road
 - south east down Coles Parade towards the main beach access across Barrenjoey Road
 - north west up Robertson Road towards the hills
 - north along Barrenjoey Road towards the Norfolk Island Pines opposite Coles Parade and fronting the Surf Life Saving Club
 - the framed view along Barrenjoey Road with retail / commercial buildings edging the street and identifying the village centre
 - south from elevated streets (Seaview Parade, Foamcrest Avenue) towards the high point of Bushrangers Hill above Bungan Beach
- iii. Use street tree planting to line and reinforce view corridors
- iv. Use median planting of Norfolk Island Pines as place markers for the main street, visible above buildings from within the centre and from a distance
- v. Align openings between buildings to protect or create new view opportunities from the west side of Barrenjoey Road towards the east, to promote visual (and where possible physical) connections with the foreshore and beachfront
- vi. Protect views across open spaces and promote view sharing

Principles

3.5 Desired Future Character

The desired character statement in DCP 21 as it specifically relates to Newport Commercial Centre is limited to a reference to "seaside-village character" which is not defined. The phrase is not at issue, but there were different interpretations of what "seaside village" means. For some people it meant retaining a low scale; for others it meant a relaxed, comfortable public domain; and for others, it meant variety and transparency in the built form.

The urban design principles above are intended to support and promote the series of propositions in the Vision Statement following. The Vision Statement is a summary of the key community and stakeholder proposals and is at the heart of the masterplan recommendations. It is translated to a series of statements that sum up the desired character as follows:

Newport's coastal setting is what contributes most to its distinctive character. Responsive, energy efficient buildings will support and enhance this relaxed, beachfront character and its outdoor lifestyle, contributing to a unique sense of place. Contemporary design solutions will respond to Newport's climate and setting, including providing shade and shelter to streets and entries, generous private outdoor spaces, openings that capture ocean breezes, and shade elements.

- *Diversity rather than uniformity of building type and style is a desirable part of the existing character and is encouraged to continue. Strategies to achieve this include modulating buildings in both the vertical and horizontal plane, and enabling a variety of fenestration, awning treatments and roof forms. This diversity, including the mix of new and remodelled buildings, will be unified by the streetscape and public domain treatments.*
- *At the topmost level of buildings, setbacks to front, sides and rear will break down the overall scale of the street, support view sharing, and will also provide useable roof terraces and garden areas. Views from the upper slope down and across the roofscape will be significantly improved by thoughtful roof design. The permeability of the centre will be further improved by both protecting and creating views through and between buildings.*
- *Building orientation, internal layouts, the location and design of balcony and courtyard areas, should all optimise people's ability to use and enjoy the spaces.*
- *The architectural character will be expressed strongly through the design of facades, including shading and screening devices, lightness and transparency of materials, and elements that promote natural ventilation.*
- *Shop fronts will be largely transparent, with large openings, connecting directly with the footpath areas, to contribute to a sense of permeability.*
- *Building users will benefit from terraces, balconies and openings with an pleasant outlook, while the space benefits from passive surveillance and from being attractively edged.*

The desired future character will include an increased diversity and range of retail, commercial and community activities for the Newport community. Barrenjoey Road and Robertson Road will be consolidated as the primary retail streets, and the role of Robertson Road as an activity hub for the village will be enhanced. Further development of shop top housing will enliven the village, particularly at nights and weekends, and increase the retail customer base.

Newport Village will have increased patronage from visitors as well as local residents, due to:

- *a range of small scale commercial, professional and residential uses on Seaview Parade, Foamcrest Avenue and the western portion of Coles Parade, distinct from the primary retail 'main street' focus on Barrenjoey Road and Robertson Road*
- *retention and enhancement of the clusters of cafe/dining uses on Barrenjoey Road and Robertson Road*
- *active land uses on highly visible sites at the northern and southern ends of the commercial centre, with a high degree of interaction with the public domain*
- *the retention and enhancement of special character sites and uses that contribute to Newport's identity including beachfront areas, the openness of the Bramley Avenue car park, the church and the community facilities at the southern end of the village*
- *consolidation of the community focus of the Bowling Club / Croquet Club site with new, diverse community and recreational uses.*

4.1 A Vision for Newport

Newport Village will be the centre of the Newport community. It will be:

- A place for connecting with community – with a pace that's relaxed and welcoming
- A place to stop, linger and enjoy – where you know you're by the sea
- A place with everything: home, work, shopping, art and culture, recreation, relaxation – lively during the day, safe and comfortable at night.
- A place for walking and talking, sitting and chatting.
- A place for sandy feet – and fine dining!

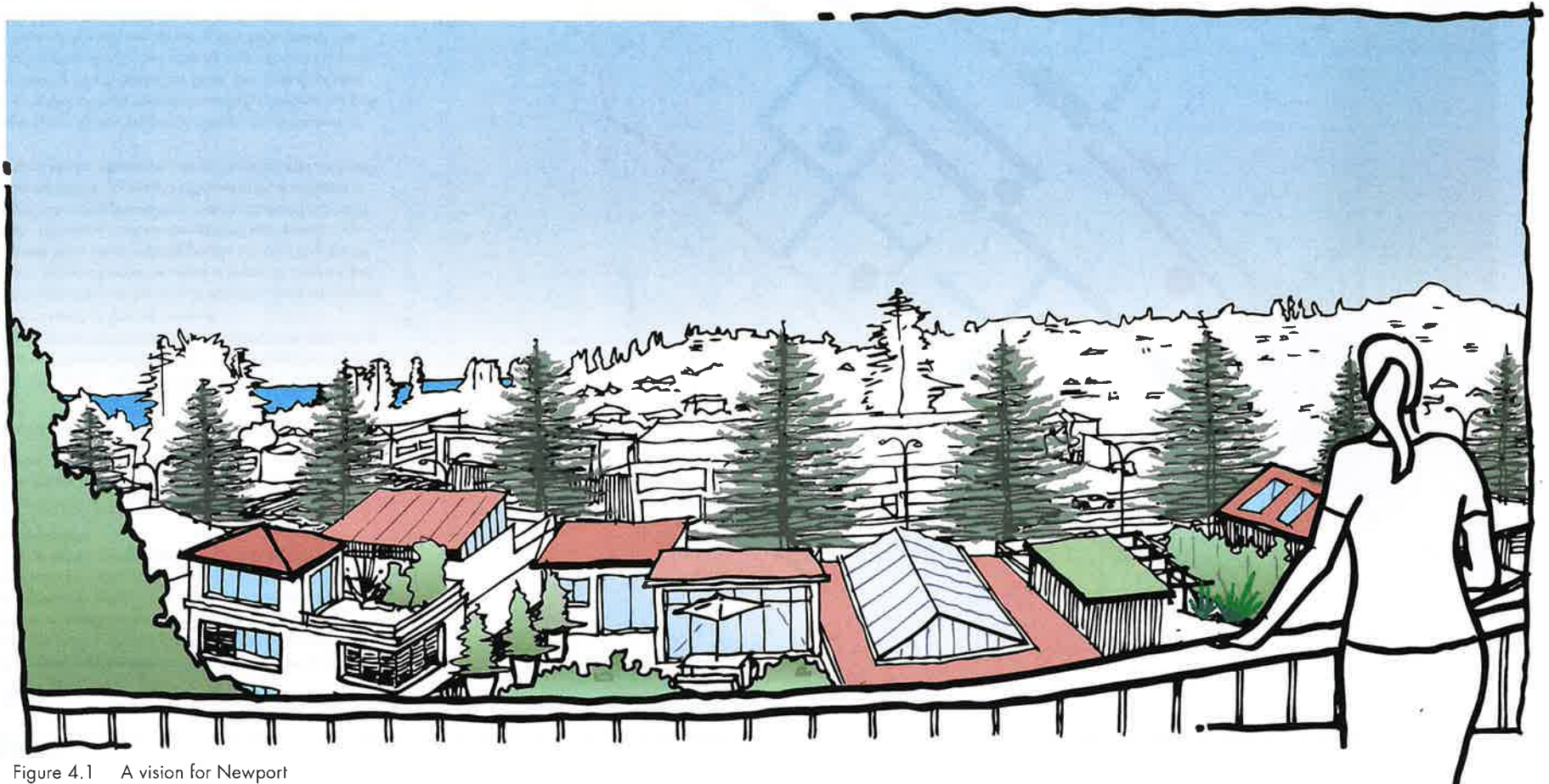


Figure 4.1 A vision for Newport

Masterplan

4.2 Open Space

The open space strategy builds on the positives that Newport already has: its proximity to the beach, the multiple informal pedestrian connections between Barrenjoey Road and the surrounding streets and open spaces, and the embryonic or potential gathering places in the village. The core principle, to create a village hub to foster interaction and contribute to a sense of identity for Newport, is seen as important to the long term sustainability and economic viability of the commercial centre.

The open space network comprises both 'soft' and 'hard' spaces. It includes footpaths and arcades, plazas, pathways and promenades, and both structured and unstructured park and recreation areas.

A number of strategies are proposed to link Newport's open spaces into a connected network.

- ① The existing open space network will be enhanced by extending the public domain on Barrenjoey Road with widened footpaths EXCEPT for the land backing onto the Bramley Avenue parking area (east side of Barrenjoey Road north of Bramley Avenue)
- ② Improve the functionality and flexibility of Robertson Road by creating a linear public space in front of the shops, that can be used for spill out uses as well as for sitting, meeting people and watching the life on the street. This space could be strengthened with a small civic plaza, edged with active ground floor 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
- ③ Retain and enhance the key pedestrian through-site connections, in particular the mid-block route through the existing Foamcrest car park, and the connecting links to Barrenjoey Road. This route should be extended to Robertson Road. Two potential new connections could link with Foamcrest Avenue, one springing from the mid-block link in the southern block and another through the church site, should its buildings be reconfigured. These routes could be open to the sky or within a building or a combination of both. They should be lined with active uses, accessed directly off the route and visible from it through clear openings or extensive areas of glazing. NOTE that the position of these links is indicative. Their exact location will depend on site amalgamation and development.
- ④ The beachfront area should be a relaxed and welcoming place. There are opportunities to introduce new pathways for pedestrians and cyclists, connecting back to the street and footpath network.
- ⑤ A dedicated pedestrian path through the Bramley Avenue car park will separate vehicles and people, improving pedestrian safety and encouraging movement to the beachfront area.

Figure 4.2 Open space



4.3 Vehicle Movement and Public Parking

Vehicle circulation will be changed within the Newport Village Centre to reduce potential conflicts with pedestrians and to rationalise turning movements and access arrangements to side streets. Amalgamation of lots is required to ensure that efficient underground car parking can be provided for new development. The provision of car parking on small isolated lots is difficult and inefficient, because of the amount of space required for ramp, aisles, turning places and the like on very small lots fronting Barrenjoey Road, on site parking may be unachievable (see also Section 5.2 Amalgamation)

- ① Bramley Avenue will become one-way towards Barrenjoey. All right turns will be prohibited at the Barrenjoey Road/Robertson Road/ Bramley Avenue intersection. Robertson Road and Coles Parade remain one-way streets.
- ② The Bramley Avenue car park will be reconfigured to separate vehicle and pedestrian movements.
- ③ Foamcrest Avenue will continue to provide an off road public car parking function. Existing and additional car parking will be accommodated in a consolidated and integrated parking solution that is not visible from Foamcrest Avenue.
- ④ Manage all parking in a way that supports the efficient utilisation of spaces and the economic viability of the Village Centre. Public spaces will generally be short-stay immediately adjacent to retail and commercial uses to support turnover and the perception of parking availability (thus encouraging patronage of those uses). Long-stay parking will be limited to the beachfront car park.
- ⑤ Widen footpaths on Barrenjoey Road to create bays for buses and for short term parking; and at crossing points and key intersections to narrow the carriageway and promote safe pedestrian crossing. Allow for two travel lanes in each direction.
- ⑥ Retain the at-grade car park next to the Surf Club for long stay parking associated with beach and ocean activities
- ⑦ Vehicle access to properties is generally not permitted from Barrenjoey Road. Where there is potential to amalgamate lots, provide for future access to and integration with underground car parking areas, to consolidate entry points on Foamcrest Avenue and to minimise disruption to the pedestrian-focussed main street.

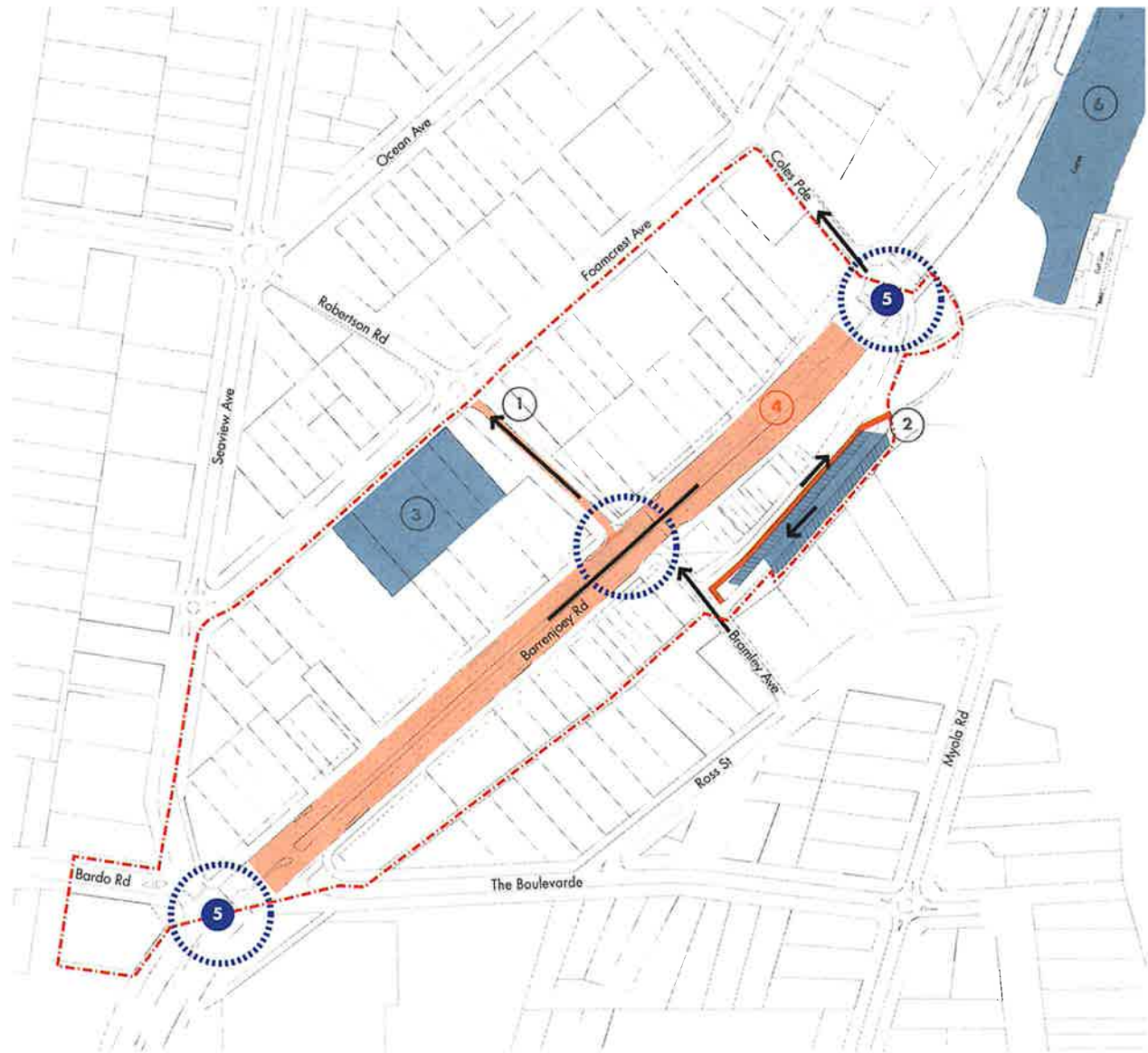


Figure 4.3 Vehicle movement and public parking

Masterplan

4.4 Vehicular Access and Underground Parking

Parking for new development will generally be in basement car parks. The diagram shows a typical desired amalgamation pattern, with the potential to link basement areas to create one or more large, efficient underground car parks that can serve a number of lots. Right of way access is required through some sites. If sites are developed over time, this does not necessarily constrain underground parking, as basements can be linked where their floor levels can be aligned.

Some properties will continue to need access from Barrenjoey Road, due to existing development that constrains or isolates them.

It is noted that many of the existing smaller developments within the village have no on-site parking, at least for customers. It is recommended that new developments on small lots, particularly those only accessible from Barrenjoey Road, be permitted to satisfy their parking requirements off site through alternative mechanisms. Alternatively, for those small lots, council may consider a waiver of on-site parking requirements. This masterplan accordingly recommends that for lots less than 18 metres wide whose only street frontage is to Barrenjoey Road, no on-site parking be required. Furthermore, for smaller developments with fewer than 10 car parking spaces, the requirement for a car wash bay is recommended to be waived.

The masterplan recommends that the constrained sites adjacent to the Bramley Avenue car park be granted right of way in order to allow vehicle access from the rear. This is vital for the development of these sites.

The diagram shows that entries to parking areas can be consolidated with amalgamation, reducing the number of footpath crossings required and the associated impacts on the streetscape.



Figure 4.4 Vehicular access and underground parking

4.5 Pedestrian and Cycle Network

The main pedestrian routes are along streets. Barrenjoey Road remains the spine of Newport Village and pedestrian movement from north to south is likely to increase with the introduction of a new community hub on The Boulevard. The main cycling route is along Barrenjoey Road. There are opportunities to increase cycling opportunities, especially on the south-eastern side in residential streets, linking through to the beach, to the west at Queens Parade or Gladstone Street (potential safe school routes) and from the beach car park. Provision of secure bike parking facilities that can be incorporated into existing or proposed street furniture is essential.

The retention of arcades, and the extension of the arcade network to provide extra through-site linkages to Barrenjoey Road, are important strategies for reinforcing the existing character. Arcades, plaza areas and trafficable spaces fronting shops supplement the primary footpaths and add variety and interest to the pedestrian experience. Arcades that function as part of the pedestrian network should be publicly accessible day and night.

- ① Enhance east-west pedestrian movement with additional, well positioned signalised crossings. Provide a pedestrian refuge in the median mid-block south of Robertson Road. Do not install pedestrian barrier fencing in medians.
- ② Retain and enhance the key pedestrian through-site connections, in particular the mid-block route through the existing Foamcrest car park, and the connecting links to Barrenjoey Road, by extending it to Robertson Road. Consider introducing a new connection alongside Nos. 11-15 Foamcrest Avenue to link with the mid-block route.
- ③ Rationalise pedestrian movement through at grade car parking areas to avoid conflicts with vehicles, through the introduction of pedestrian paths. Create and/or complete footpaths within the centre, in particular on the north side of The Boulevard to enable access to the Bowling Club / community centre site.
- ④ Introduce additional paths linking the commercial core with the beachfront areas; although outside the study area, also consider linking these paths into a north-south dedicated pedestrian and cycle route along the beachfront, connected to the Surf Club and to Ross Street / Myola Road.
- ⑤ At the corner of Barrenjoey Road and The Boulevard there are open views and an informal connection to the Bowling Club. Future development should maintain this openness as far as possible, to 'turn the corner' towards the future Community Centre and link it into the pedestrian network.
- ⑥ Widen footpaths both to visually extend the public domain and to reduce vehicle dominance on Barrenjoey Road. At corners, reduce the crossing distance for pedestrians and the potential for conflicts with turning vehicles.
- ⑦ Design Barrenjoey Road lane layout to accommodate on-road cycle lane in both directions

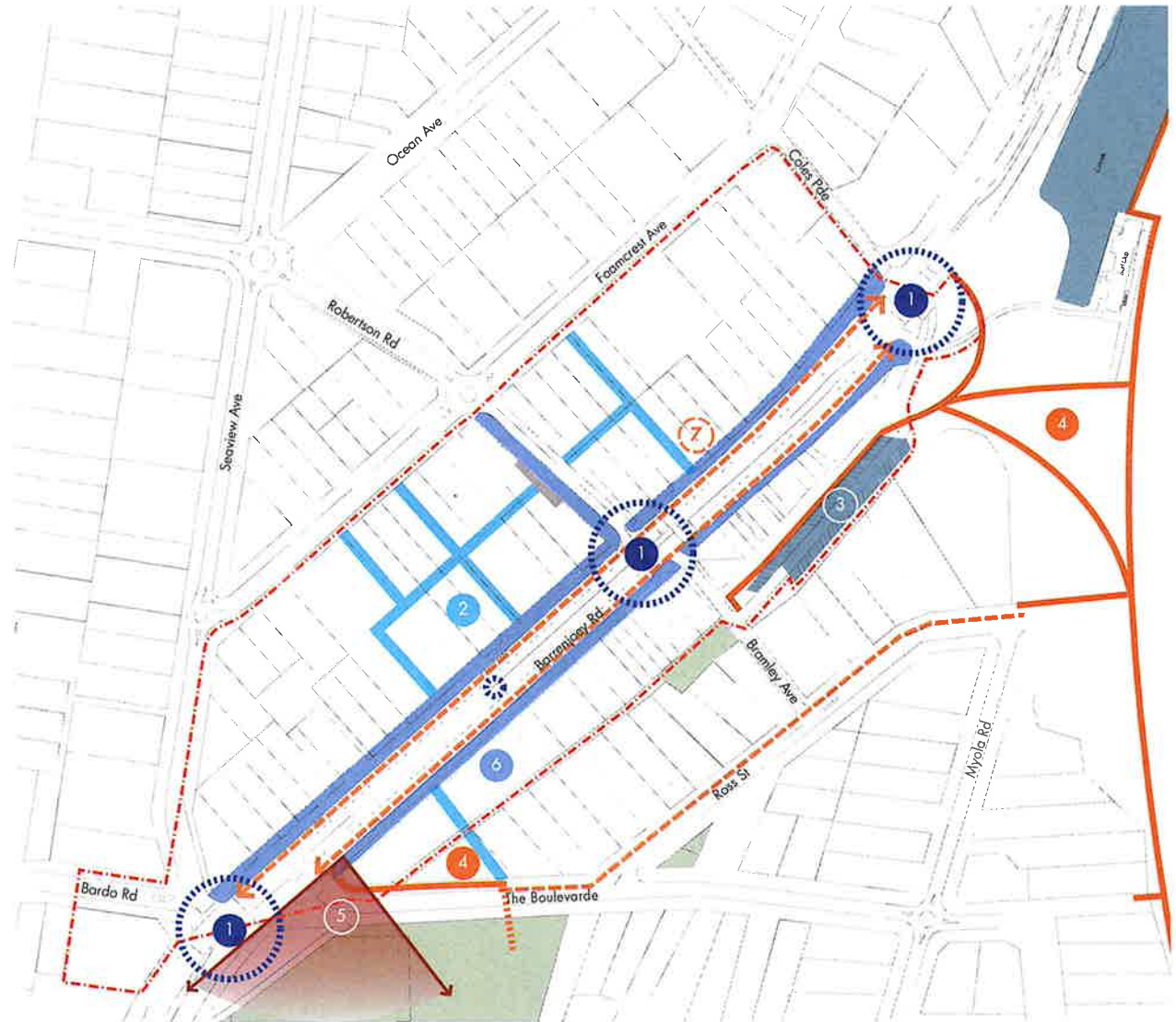


Figure 4.5 Pedestrian and cycle network

Masterplan

4.6 Land Uses

Mixed uses including retail, commercial, community and residential uses are appropriate for the village centre. The strategy includes retaining the focus on Barrenjoey Road and Robertson Road as the main retail streets. Foamcrest Avenue is not suitable for retail uses for two reasons: it interfaces with a residential area and it should not compete with the intensity of use on the main shopping street and side streets. Ground floor uses on Foamcrest could include commercial uses in the form of professional suites, and a higher proportion of residential use in mixed use buildings would not be out of place east of Robertson Road beyond the church.

- ① Encourage the continuation of clusters of cafe / dining uses, and extend this to include the northern tip of the commercial centre (in place of the existing bottle shop) to enliven the interface between village centre and beachfront.
- ② Sites with special character and local significance should be retained and protected (such as the church and the open space character of the Bromley Avenue car park)
- ③ Introduce new community uses on the former croquet club site to reinvigorate this site and provide a strong anchor at the southern end of the village, improving the visibility and potential patronage of businesses on the SE side of Barrenjoey Road.
- ④ Consider the 'car park precinct' including the Council-owned sites on Foamcrest Avenue as an aggregated site (or possibly 2 or 3 integrated sites), to rationalise land uses, optimise efficiencies and deliver high amenity, high quality built form. Integrate the sites fronting Robertson Road with the planning of this 'precinct' to ensure that no lots remain isolated and unable to be developed.
- 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.
- ⑥ Require highly visible 'entry sites' at the north and south ends of the commercial centre to have uses with a high degree of 'useability' to promote pedestrian activity and interaction between the public and private domain at different times of the day and night. Buildings must be of very high design quality. Buildings should 'turn the corner' to direct views towards community and recreational facilities, notably the beachfront areas, the bowling club and the proposed community centre.
- ⑦ Promote small scale commercial uses, eg. professional suites, together with residential uses, on Foamcrest Avenue. Discourage retail uses in this location in order to retain the 'main street' focus on Barrenjoey Road and its side streets.

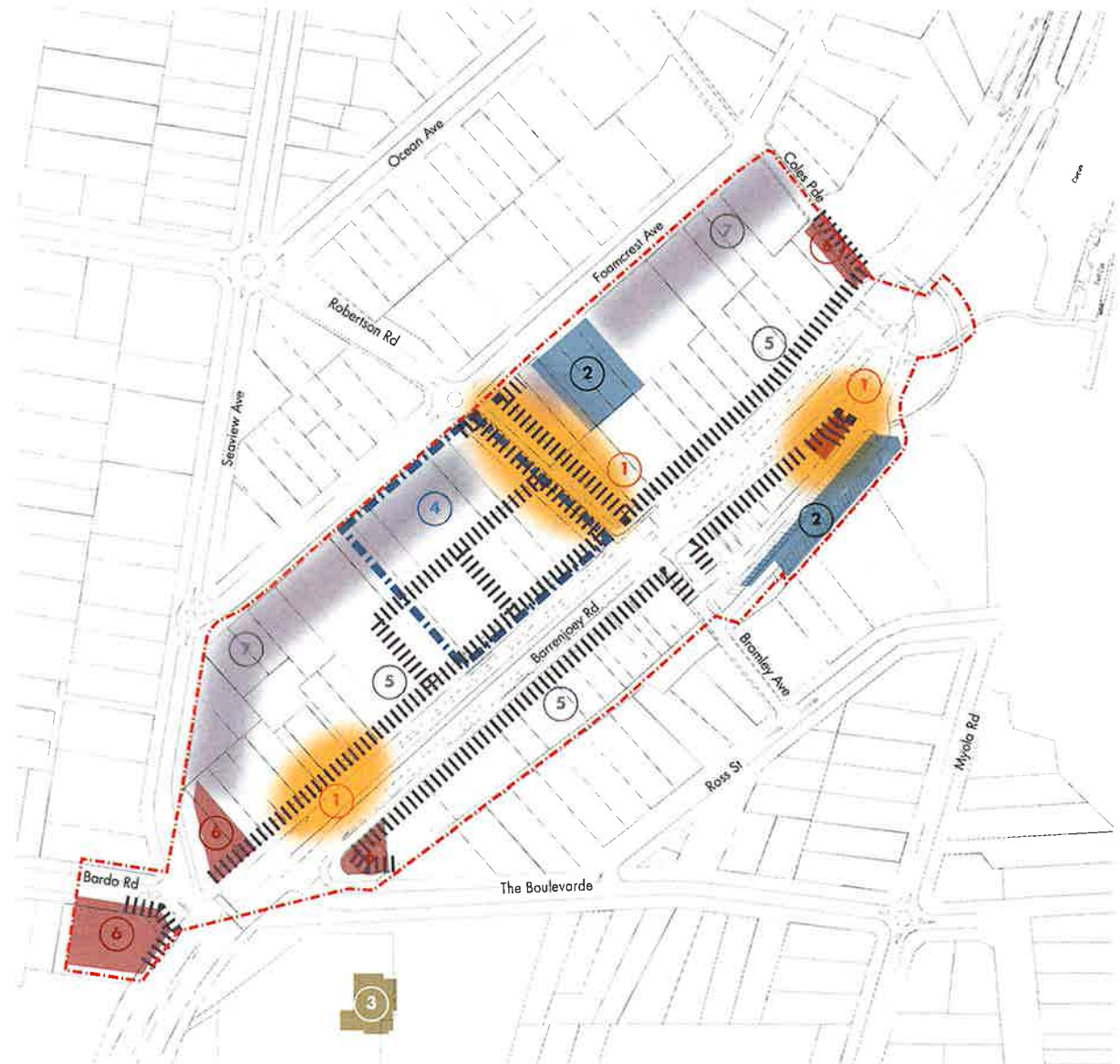


Figure 4.6 Land uses

4.7 Public Domain Character

Public domain strategies are intended to improve the useability, amenity, and design quality of the public domain, thus contributing to well used streets, arcades, plazas and park areas and enhancing the visibility of commercial enterprises. Public spaces that are well used and well overlooked create a stronger sense of safety and security for people. The interface between buildings and streets and public spaces should enhance both the public and private domain, and helps give the streetscape character that will be recognisably 'Newport'.

4.7.1 Streets

- Concentrate activities along main pedestrian routes to encourage pedestrian activity
- Make buildings and spaces 'human scale'
- Improve the amenity of the public domain by:
 - using lighting and signage to create clear legible routes that connect areas of interest
 - ensuring that pedestrian paths and spaces are well lit and benefit from passive surveillance
 - providing shade and shelter to the footpath and to any gathering spaces like the proposed small plaza
- Provide a consistent suite of street furniture that unifies the appearance of the streetscape
- Integrate public art that contributes to Newport's distinctive identity through the design of the public domain
- Use signage, banners and public art to 'announce' the arrival points to Newport Village and mark places of interest, for example viewpoints, the Surf Club and along the beachfront promenade.



Figure 4.7.1.1 Barrenjoey Road looking north towards the beach

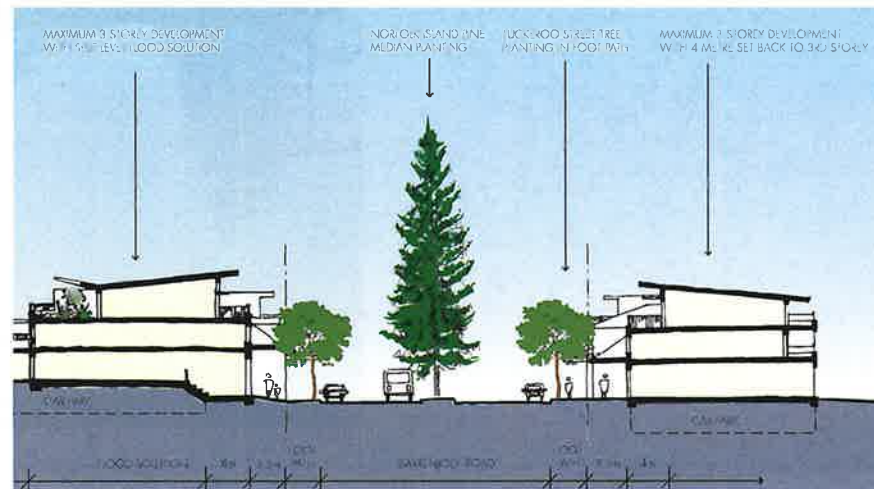


Figure 4.7.1.2 Section through Barrenjoey Road between Seaview Avenue and Robertson Road

Masterplan

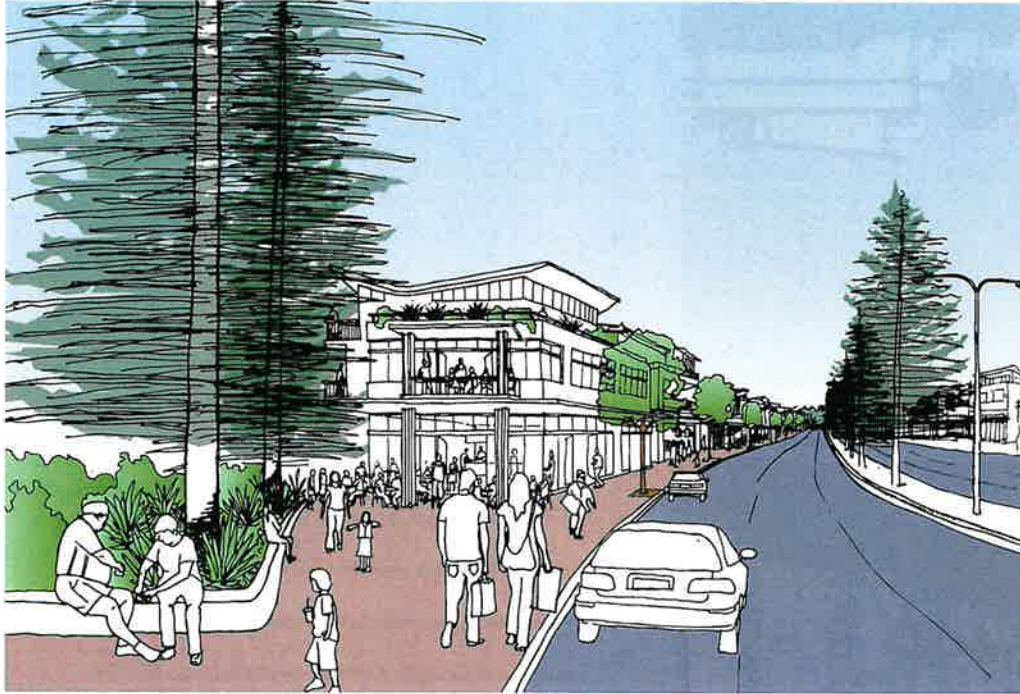


Figure 4.7.1.3 Barrenjoey Road northern entry, looking south.
A new view of building of high design quality with active uses on the existing bottle shop site is critical to upgrading this entry.

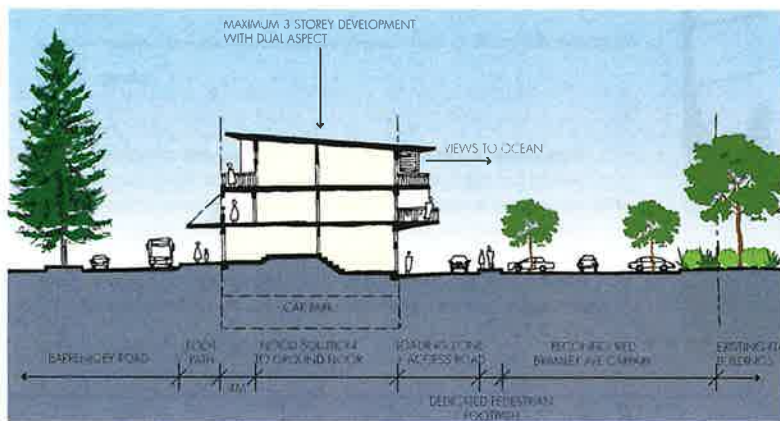


Figure 4.7.1.4 Barrenjoey Road northern entry, looking north



Inviting shopfronts, contemporary design & high quality finishes are encouraged on Barrenjoey Road

4.7.1 Streets (continued)

- Design Robertson Road to be able to be closed off to vehicle traffic for special events (for example street markets) that open the whole street and associated public plaza to pedestrians.



Figure 4.7.1.5 Robertson Road looking east (downhill)

- Design the streetscape of Foamcrest Avenue to reflect its role as a mixed use street rather than a primary retail street, with enhanced street tree planting, generous street setbacks with significant landscaping in front of the building line, and building proportions, entries and roof treatments that are appropriate for either a residential or a commercial use.

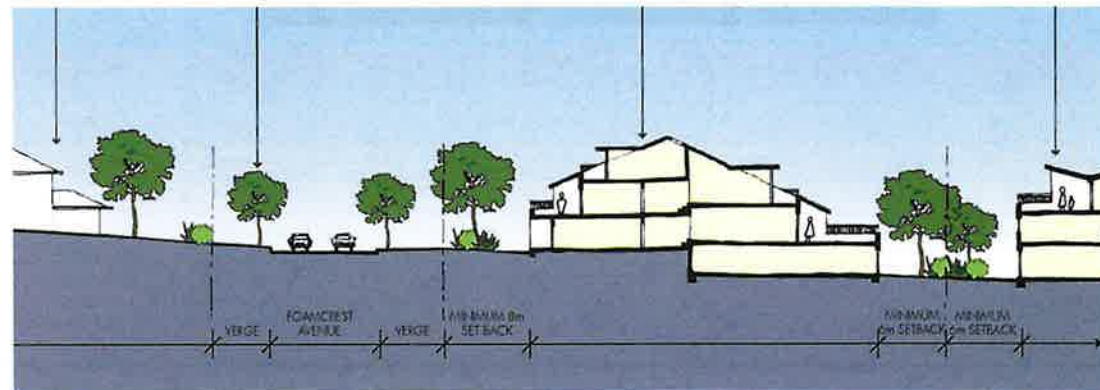


Figure 4.7.1.6 Southern part of Foamcrest Avenue, looking north

Masterplan

4.7.2 Plazas

- Design simple, uncluttered spaces that are intimate in scale and add to the ambience and the amenity of the village. These could be in the form of small squares combined with arcade entries or linear spaces associated with footpath widening and enlarged front setbacks. The largest of these spaces is to be located on the south side of Robertson Road.
- Connect plazas to the footpath and arcade network (see section diagram under 4.7.3)
- Edge plazas with active retail uses, and with cafe / dining uses that extend the hours of patronage of these spaces



4.7.3 Arcades

- Design arcades to be wide and high enough for comfortable use. Arcades should be as high and have as much natural light as possible, either being open to the sky or with transparent roofs.
- Design the entries to arcades as 'positive' spaces that are inviting and well integrated with footpath and any plaza area
- Maximise the transparency of arcades by wrapping shop windows around into the entry, providing full glazing to shops or other active uses along the arcade and allowing light from the shops to spill into the space.

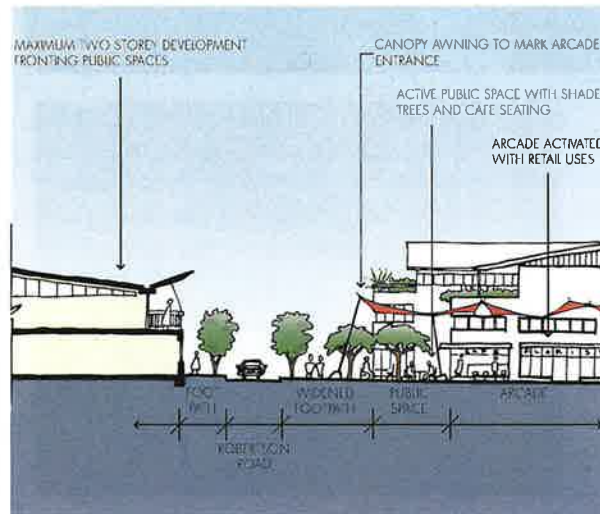
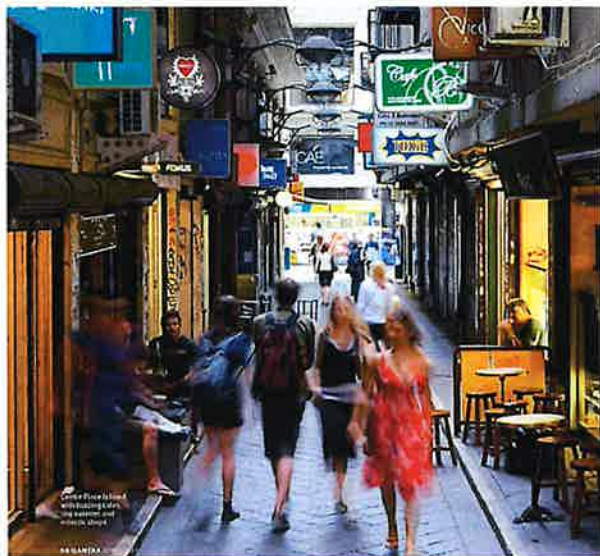
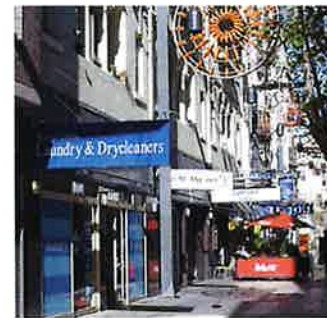


Figure 4.7.3.1 Section through arcade adjacent to Robertson Road



Masterplan

4.7.4 Pedestrian Paths

- Link pedestrian paths from the village centre to the beach and foreshore open space network
- Design pedestrian paths to be fully accessible, with places to sit and rest, and enjoy views to the hills and ocean
- Introduce signage and public artwork to describe and interpret Newport's history and culture
- Consider developing a continuous foreshore promenade linking, at the least, the Surf Club with the Swimming Pool, providing fully public access along the waterfront
- Develop a comprehensive Landscape Plan for the foreshore open space areas



4.7.5 Public Domain Elements

- Treat Barrenjoey Road with special elements at the north and south entries to the village, incorporating flagpole clusters, feature sandstone and feature planting
- Strengthen the village 'heart' at Robertson Road in two ways:
 - on Barrenjoey Road, with elements such as flagpole clusters, by opening up the median planting to maintain and enhance east-west views, and with public art
 - on Robertson Road, introduce a raised pedestrian threshold (traffic calming measure), feature tree & shrub planting and shade structures.
- Provide bollards to delineate public space; provide removable bollards to trafficable routes that can double as pedestrian only areas for special events (eg. market days), in particular on Robertson Road
- At the northern end of the commercial centre where the footpath is widened, incorporate paving, seating, tree planting and shade structures to allow for community activity.
- Retain the existing paving to footpaths, extending it into the front setback of any new development up to the front building line. Ensure that the pedestrian routes through Newport Village (including the Bramley Avenue parking area) are connected within an integrated whole, by using the same paving treatment
- Provide pedestrian-scale lighting to pedestrian paths and open spaces
- Design the median with a simple, 'clean' appearance to minimise visual clutter and visually link the two sides of Barrenjoey Road
- Select a simple, robust and well integrated suite of street furniture with low maintenance requirements for example natural timber and stainless steel
- Introduce new information and directional signage in keeping with Pittwater Council's selected branding
- Develop a walking route with interpretive signage that includes the village commercial centre and the beachfront areas, to encourage walking and to communicate part of Newport's history, geography and culture. Key nodes for interpretive signs are at the village entry points (for example in widened footpath areas), the entry to the foreshore open space from Barrenjoey Road, and associated with the Surf Club.
- Provide bicycle racks, especially at neighbourhood nodes, to support non-vehicular modes of transport and encourage cycling.



Paving – footpaths and front setbacks on Barrenjoey Road



Median – decomposed granite



Seats and benches



Bins



Bollards



Bicycle racks



Masterplan



Shade umbrellas for public places



Light poles



Cluster of flag poles: south and north entry, and central node median treatment



Shade cloth over arcades (indicative)



Light poles



Indicative opportunities for information and interpretive signage



4.8 Landscape Character

Barrenjoey Road

- Plant Norfolk Island Pines (*Araucaria heterophylla*) down the centre median, between The Boulevard and Coles Parade, to draw the eye along the road to the existing heritage trees clustered at the foreshore. The pines are a marker for Newport, celebrating its history and character, and giving a distinctive identity to the main shopping street. They will be much taller than the buildings and will dominate the skyline both from within the village and when seen from a distance. Their open habit means that, well spaced, views across Barrenjoey Road can be maintained, visually linking the two sides of the village together.
- The recommended spacing for the Norfolk Island Pines is 14 metres to allow for clear visual connection between both sides of Barrenjoey Road and to minimise the visual effect of a 'wall' when viewed obliquely. It is considered that less than 14 metre spacings could create a barrier effect both at lower levels and, when the pines are viewed from streets and buildings elevated above Barrenjoey Road, the spread of their branches would obscure important panoramic views towards the sea and surrounding hills.
- At the edges of the street, in the footpath zone, plant tuckeroos (*Cupaniopsis anacardioides*) to moderate the scale of the pines, provide shade and a pleasant environment at a pedestrian scale. A semi-formal arrangement of the tuckeroos, perhaps underplanted with native grasses, could better support the relaxed character desired for the pedestrian zone than regular row planting.
- The existing Cocos palms (*Syagrus romanzoffiana*) along Barrenjoey Road are classified as weeds and will be removed.
- In the future, give consideration to extending the planting of pines further south past the major intersection with Bardo Road, to announce the approach to Newport from the south and also to assist in screening the agglomeration of buildings on Seaview Avenue that currently dominate that view.

Foamcrest Avenue

- Supplement the 'green' character given by extensively planted front gardens by completing existing partial rows of street trees to create consistency to the street. Suggested species are: Tulipwood (*Harpullia pendula*), Beach bird's eye (*Alectryon coriaceous*), Hairy bird's eye (*Alectryon tomentosus*), and Paperbark (*Melaleuca quinquinervia*) and suitable for coastal rain forest.

Robertson Road

- Plant medium sized deciduous trees within widened footpaths and/or small plaza areas to contribute to a pleasant pedestrian environment and support the use of these spaces, ensuring that in winter these spaces receive as much sunlight as possible. Locate trees near public seating where possible. At arcade entries, spacing of trees can be widened or interrupted to help orient the viewer. Suggested is Crepe Myrtle (*Lagerströmia indica* "natchez")

Bramley Avenue car park

- Plant small to medium trees interspersed with parking bays, to soften the hard stand areas. Plant trees near the dedicated pedestrian path to provide shade and orientation.



Figure 4.8 Landscape character

Masterplan

4.8 Landscape Character (cont.)

Beachfront areas

A landscape plan is recommended to be undertaken for the extensive open spaces along the foreshore, particularly where there are visual and physical connections to the commercial centre, and opportunities to draw people through the centre to the beach.



Barrenjoey Road: median planting – Norfolk Island Pines



Barrenjoey Road: pavement planting – Tuckeroo (*Cupaniopsis anacardioides*)



Barrenjoey Road: artist's perspective



Roburson Road – Crepe Myrtle (*Lagerstræmia indica*)



Local streets: Australian coastal rainforest trees –

Tulipwood (*Harpullia pendula*)

Beach bird's eye (*Alectryon coriaceous*)

Hairy bird's eye (*Alectryon tomentosus*)

Paperbark (*Melaleuca quinquenervia*)

4.9 Built Form

The built form strategy is to establish a scale and height to Newport Village that is appropriate to its desired future character supports the public domain strategy, delivers high amenity buildings, and gives a finer grain than the existing statutory controls. New buildings should 'fit' with their setting and with the role of Newport as a thriving commercial centre for the Barrenjoey peninsula.

- Design buildings to a maximum height of three storeys, with a two storey street wall height to reduce their apparent scale and to break up the building massing. Refer also to Section 5.6.1 Building Height for discussion and recommendations for overall maximum height in metres, and Section 5.6.2 Setbacks for recommendations on modulating the building to break down the building massing
- Where topography and flooding impacts would mean that a 3 storey building would result in potential overshadowing or excessive bulk and scale in the streetscape and within important view corridors, restrict overall height to 2 storeys. Refer also to Section 5.6.1 Building Height
- Spaces between buildings at the topmost level are required to promote view sharing and to give openness to the streetscape. The maximum length of the topmost portion of a 3 storey building is 24 metres, with full breaks between them of minimum 6 metres
- Step buildings with the topography to allow glimpses to water and surrounding hills. Mid-block landscaping remains an important way of breaking down building mass when seen from a distance, and is strongly encouraged, particularly at the rear of Foamcrest Avenue lots.
- Provide building envelopes of appropriate depths to support high amenity living and working environments, with cross-ventilation and good daylight access. See Section 5.6.3 Building Depth and Separation
- Retain and enhance the variety of building profiles and roof forms within the Village Centre, that contribute to its informal character. See Section 5.6.4 Roof Forms
- Use the fine grain of existing narrow-fronted retail shops as a pattern for future development, even where lots are amalgamated and developed as one development. Modulate larger buildings to create smaller bays, avoiding the 'boxy' appearance given by large flat planes on the exterior.
- See Section 5.6.5 Design for Flooding for proposed design solutions for retail buildings where there is a need to raise the ground floor above the Flood Planning Level.



Figure 4.9.1 Built form

Masterplan

4.9 Built Form (continued)

3D modelling was undertaken to test the built form proposals. The diagrams on this page do not show buildings, but building zones or envelopes within which different individual buildings can occur. They are indicative, insofar as the masterplan cannot predict exactly where (for example) breaks in buildings might happen; nor is it a plan to force development. Some lots may change and some may stay the same. Indeed, it is extremely unlikely that all lots currently occupied by older and/or less dense buildings will be redeveloped over the life of this plan. How the exciting built form changes will depend on the intention of the land owners, the extent of any lot amalgamation, the role council plays and also on the architectural design.

The diagrams are included here to show the process. In particular, the sloping topography was an important consideration in determining building heights and setbacks. These envelopes were tested for shadows, in summer, at the equinox and at mid-winter to ensure that buildings and public spaces would receive adequate daylight and sunlight in winter. This resulted in the recommendation to limit the height of any new building fronting the proposed plaza on Robertson Road to 2 storeys - so that the public space will receive sunlight in winter. The 3D modelling also drove the recommendation to restrict the height of buildings on Seaview Avenue and part of Foamcrest Avenue, as it demonstrated how the steeply rising land made 3 storey buildings in this location appear disproportionately large and bulky, detracting from the visual quality of the approach to Newport from the south.

For more detail, including images of appropriate precedents that show how the built form which might be realised within these envelopes, refer to section 5.7 Architectural Character.

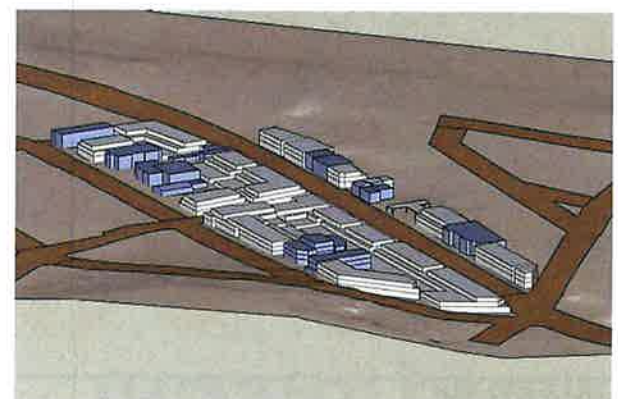
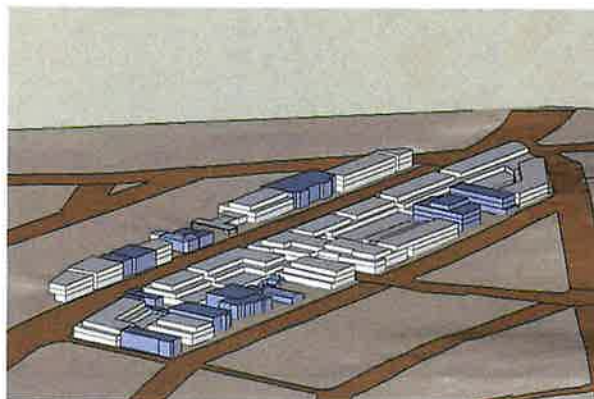
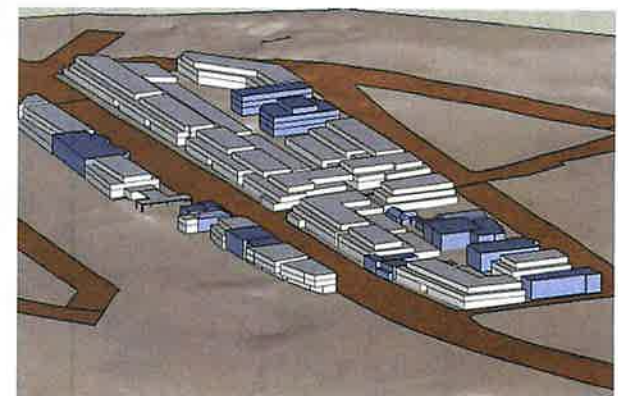
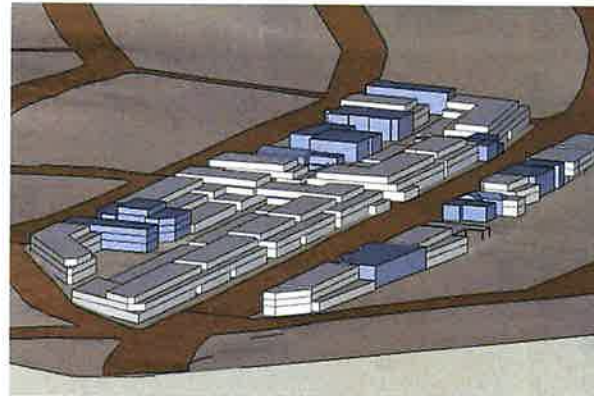


Figure 4.9.2 Indicative 3D modelling showing building zones/envelopes

5.1 Introduction

The purpose of a Development Control Plan is to provide background, objectives, controls and design guidelines to achieve desirable and sustainable development outcomes. It has a particular role in 'fleshing out' the statutory controls in the Local Environmental Plan in a way that takes account of the unique character of the area, and that seeks to generate the desired future character. State Government plans in the form of Regional Environmental Plans (REPs) and State Environmental Planning Policies (SEPPs) establish over-arching provisions that must be complied with.

It is important to note that State Environmental Planning Policy 65 (SEPP 65) for residential flat building, including the Residential Flat Building Design Codes, currently applies to residential development within the study area, whether flat development of 3 storeys or the residential component of 3 storey mixed use development. SEPP 65 has statutory weight over development controls in local government DCPs. The recommendations in this masterplan are consistent with the SEPP 65 objectives, better design practice recommendations, and rules of thumb for residential flat development.

Other documents considered in the preparation of this Masterplan were DCP 30 Pittwater Flood Risk Management, which was a key document in developing built form strategies for flood-affected sites, and DCP 15 Heritage Conservation Listing of Trees under PLEP 1993, which gives the Norfolk Island Pines heritage significance.

Pittwater DCP 21 currently applies to the study area. It contains both generic controls and place-specific controls, including for Newport and Newport Village.

Together with the recommendations in this section, the masterplan strategies and diagrams in the preceding section are intended to be incorporated into future planning documents in the form of controls and guidelines for Newport Village Commercial Centre. It is also envisaged that the Urban Design Principles set out in Section 3.4 can translate to DCP objectives for the study area.

The recommendations on the following pages are framed as outcomes and controls, consistent with the terminology of DCP 21. They are intended to encourage a range of design responses that are appropriate to Newport rather than be prescriptive (or proscriptive). Some of the recommendations (for example building depth and separation) may also be applied to other localities. A brief explanation is sometimes included to introduce the outcomes and controls. This introductory text is included with the recommendations where the consultants wish to clarify, give relevant background information, or reinforce the relationship between the design principles in Section 4 and the recommended controls.

Concluding Section 5 is a table that sets out the current controls with recommended changes and additions arising from the masterplan study process.

5.2 Subdivision and Amalgamation

Outcomes

- Enable new development with optimal lot size and proportion for high amenity, flexible building envelopes, and efficient parking layout
- Enhance street and arcade character
- Maintain existing views
- Maintain residential amenity
- Maintain and enhance the pattern of arcades and through-site links
- Avoid a situation where lots are isolated and unable to be developed to their full potential
- Minimise driveways crossings and optimise access

Controls

- Design new development on larger lots to respond to the existing urban grain and small scale subdivision pattern of Newport
- Require integrated development of the "car park precinct" to ensure that these lots can be developed in accordance with the masterplan vision for a vibrant village hub
- NOTE that the diagram shows an indicative-amalgamation pattern that would enable the built form pattern (including arcades and upper level building breaks) as shown in Section 4.8 Built Form. Other amalgamation patterns may be possible and resultant built form would be subject to the height and setback requirements recommended.



Figure 5.2 Subdivision and amalgamation

5.3 Design of Mixed Use Developments

Outcomes

- Integrate retail, commercial and community uses with residential uses
- Provide high amenity for business users, residents and for other users
- Ensure that commercial and retail premises are fully accessible and well serviced
- Promote the safety and security of communal and private areas of the development
- Ensure that any new building positively contributes to the streetscape
- Promote building envelopes and floor to ceiling heights that enable flexibility and future changes of use

Controls

- Design buildings with:
 - flexible layouts to enable a variety of uses and tenancies, and whose use can change over time
 - floor to ceiling heights for ground floor retail uses of minimum 3.3 metres. (Note that for flood affected buildings this is to be measured from the raised floor level flood planning level)
 - first and second floor ceiling heights of minimum 2.7 metres
 - building depths above ground level in the range 15 – 21 metres (including balconies). Refer to Section 5.6.3 Building Depth and Separation
- Avoid the use of blank walls at ground level
- Clearly distinguish commercial entries from residential entries; ensure that any residential entries off Barrenjoey Road and Robertson Road are secondary to retail and commercial entries and arcades
- Achieve acoustic privacy by separating uses where possible, ensuring that loading bays, garbage disposal and other service areas are buffered from residential areas and openings, and by careful location of noise-generating services

5.4 Street Address

Street address is related to the interface between the public and private domain. This can vary to a large extent, depending both on the built form (height, setbacks, width of buildings, articulation of facades etc), and the public domain treatment (footpaths, lighting, street furniture). The front of the building – its openings, entries, awnings – create the first and probably the strongest impression on people walking on the footpath and those driving past in vehicles. This presentation to the street is therefore very important and can support an attractive and inviting commercial centre. There are particular issues for Newport in terms of the need to handle flooding constraints and at the same time to maintain the openness and directness of the relationship between the shop and the footpath.

5.4.1 Active frontages

Outcomes

- Enable active street frontages by allowing for a variety of openings and relationships between the shop and the street
- Ensure that upper level commercial and residential uses and their entries do not detract from the retail streetscape, while still providing clear and secure address
- Provide clear and easy access for all pedestrians
- Ensure that shopfronts and openings in the front facade relate in scale and proportion to the overall building massing and height
- Ensure that arcades and through site links are safe, inviting and fully accessible
- Optimise pedestrian amenity by providing weather protection
- Contribute to a sense of safety and security on footpaths, and in arcades and through site links
- Enhance community safety by increasing activity in the public domain after hours and at weekends

Controls

- Design buildings with active uses fronting streets, and with openings overlooking streets and public spaces (refer to Diagram 4.6)
- Prohibit internalised uses and/or uses that do not activate and engage the street on key entry sites to the commercial centre Design building fronts and entries to be clearly visible from the street
- Provide awnings to the full width of the lot at ground floor on Barrenjoey Road and Robertson Road (including to the proposed public plaza to a minimum depth of 2 metres), and over entries to buildings on Seaview Parade, Foamcrest Avenue, Coles Parade and Bramley Avenue.
- Step awnings with the topography
- Transparent awnings are encouraged (so long as they are glass with solar

control, not perspex or other material that transmits heat) to contribute to a sense of openness

- Wrap shop fronts around corners into side streets to increase the area of active frontage (refer to Diagram 4.6)
- Require shopfronts at arcade entries to 'turn the corner' into the arcade, with transparent, preferably full height windows, to a minimum distance of 6 metres from the front building line.
- For cafe/dining uses, provide openable window areas in association with seating overlooking the street

5.4.2 Arcades

Outcomes

- Extend the public domain with a well connected system of arcades linked into the street and footpath network
- Facilitate pedestrian movement to the main shopping strip and to the Robertson Road neighbourhood hub
- Provide high amenity in terms of weather protection, lighting and signage
- Contribute to a sense of safety and security in the public domain
- Extend the retail activity zone, enabling more and a greater diversity of retail and commercial uses
- Support existing through site links, desire lines and views between east and west

Controls

- In the "car park precinct", link east-west arcades with a north-side arcade connecting to Robertson Road
- Ensure that arcades do not terminate
- Design arcades with clear lines of sight, minimising recesses or corners that provide opportunities for concealment resulting in possible unsavoury behaviour
- Edge the ground level of all arcades with active uses, increasing the likely use of the arcade, while providing for spill lighting and casual overlooking.
- Make arcades fully accessible and fully public 24 hours a day, open to the sky or otherwise allowing daylight access

Development Controls

5.4.3 Building entries

Outcomes

- Maintain the direct and comfortable relationship that currently exists on the main street shopping strip between the footpath and the shop or business
- Ensure that non-retail uses and their entries do not dominate the retail streetscape
- Create an inviting and attractive identity for the building

Controls

- Provide retail entries no more than 10 metres apart
- Where there are arcades, utilise them to provide separate, safe and secure access to non-retail uses (e.g. commercial or residential uses on the floor above) rather than locating those access points on the main building frontage
- Design all retail entries to be fully accessible
- Provide awnings over all building entries (where they are not already to be provided to the primary retail streets)

5.5 Building Massing

5.5.1 Height

The existing control gives only a maximum height risking an additional floor being squeezed in beneath the limit. The recommendation is for the height control to be expressed both in storeys and in metres overall – that is, to the height of the building above ground level.

Overall height in metres is the predominant control. It has a greater visual impact than height in storeys in terms of the building's overall bulk. However, height in storeys is relevant to the coherence and character of the streetscape. As noted by many through the consultation process, the lack of a storeys control has given rise to 'squashed' buildings where three storeys have been compressed into a height that was not envisaged for them.

The height in storeys control is related to the minimum floor to ceiling height guidelines in Section 5.3 Design of mixed use development: that is, minimum 3.3 metres for the ground floor and 2.7 metres for the floor(s) above. Translating this to floor to floor heights gives an overall minimum for the habitable part of the building of 9.6 metres (including structure). The overall height in metres control is then set to allow for a variety of roof forms, but not to allow for additional floor space within the roof.

Outcomes

- Reinforce the role of Newport commercial centre as the village centre for the local community and an attractor for residents of the Barrenjoey peninsula
- Enable a diverse and vibrant mix of uses that can contribute to the sustainability of the commercial centre
- Reinforce the main street character of Barrenjoey Road
- Encourage built form on Robertson Road that can support its desired future role as the 'centre' or focus of the village
- In combination with set back controls, minimise potential overshadowing or excessive bulk and scale in the streetscape and within important view corridors
- Ensure that buildings can achieve high amenity for their occupants, particularly in terms of optimal floor to ceiling heights
- Respond to the 1:100 year flood level and its impact on the streetscape due to the flood planning level requirements
- Respond to the sloping topography, to existing views and the potential for sharing views
- Minimise building bulk on the street frontage and when viewed from within the commercial centre

Controls

- The maximum height for the commercial centre varies from one to three storeys.
 - For one-storey buildings, limit the overall height in metres to 7 metres
 - For two storey buildings, limit the overall height in metres to 8.5 metres.
 - For three storey buildings, limit the overall height in metres to 11.5 metres.

The following further street frontage height restrictions apply, to modulate building form and minimise bulk:

- On Barrenjoey Road, limit the street frontage height to 2 storeys, with a maximum height above the flood planning level of 7 metres to the top of the structure (equivalent to the floor level of the floor above). Above this, a balustrade is permitted to the top level so long as the balustrade is at least 50% transparent.
- On Barrenjoey Road, limit the height at the 4 metre setback (to the topmost storey) to 10.5 metres above the flood planning level, with the roof form being contained within a height plane of 15 degrees, to a maximum overall height of 11.5 metres

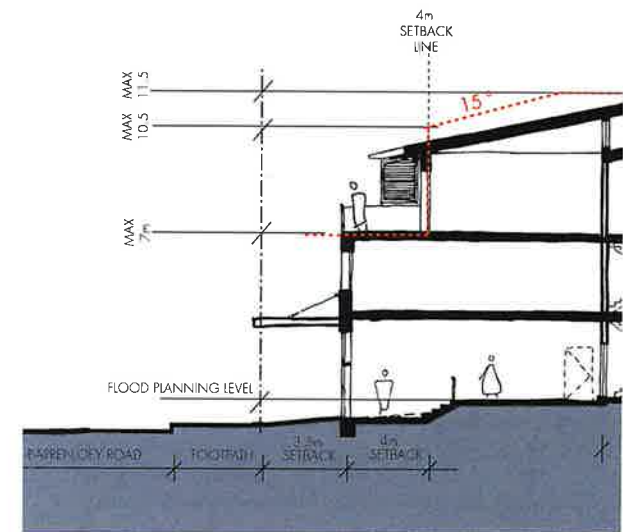


Figure 5.5.1 Barrenjoey Road height and setback controls in relation to flood planning level

- On Foamcrest Avenue, permit a maximum 2 storeys and 8.5 metres above ground OR the flood planning level, whichever applies, on the street frontage, in the following locations:
 - Seaview Avenue
 - nos. 5-7 Foamcrest Avenue
 - nos. 35-55 Foamcrest Avenue
 Buildings in these locations may be three storeys and 10.5 metres maximum at the rear of these sloping sites
- On the north east side of Robertson Road, restrict overall height to 2 storeys and 8.5 metres above the flood planning level in the centre of the block opposite the proposed public plaza for the full depth of the lots as shown, to enable sun access to the plaza
- Restrict the overall height of the front half of no. 335 Barrenjoey Road to 1 storey and 7 metres to maintain the existing single-storey scale
- Refer to the height map and to the sectional drawings below.

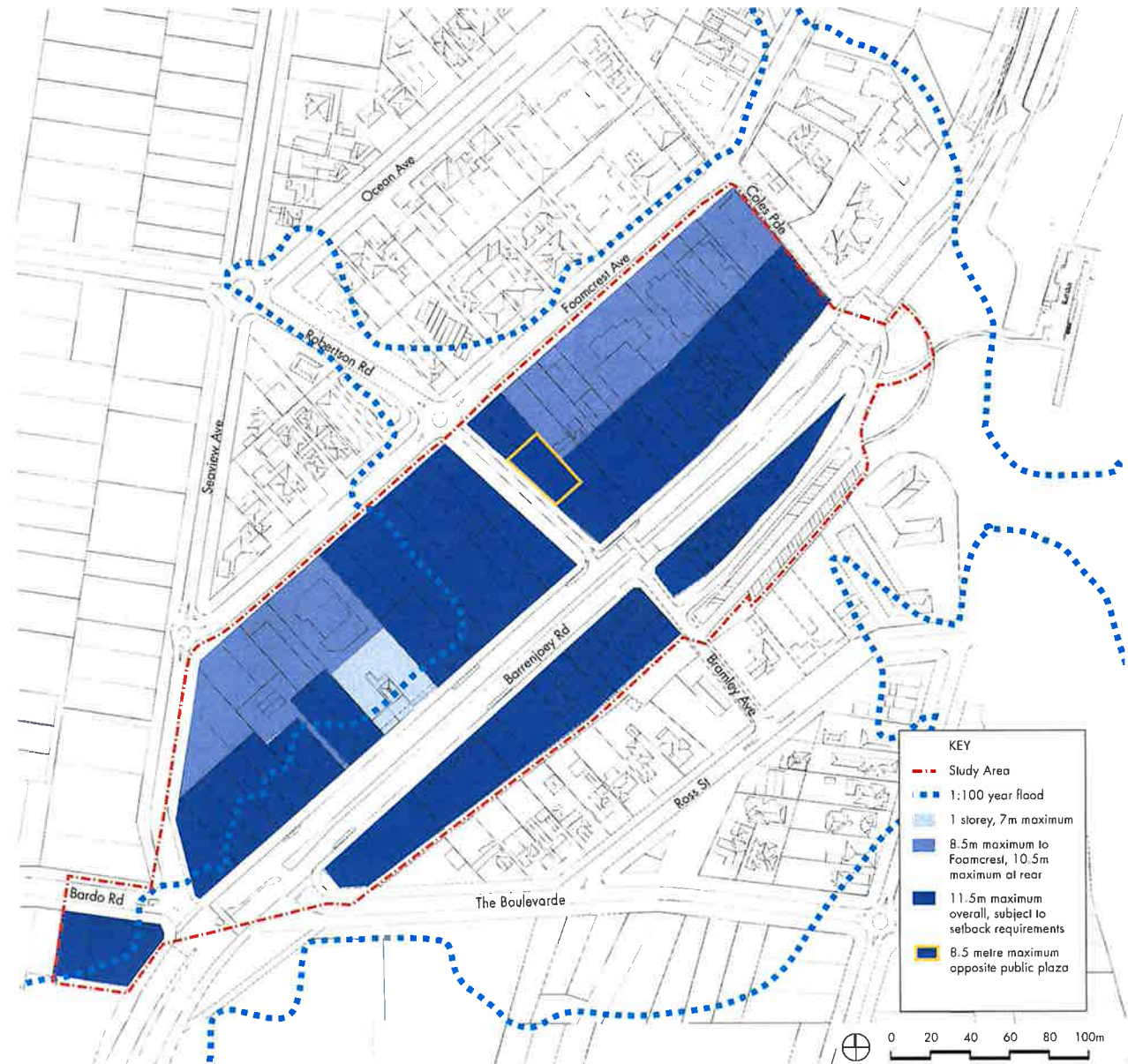


Figure 5.5.2 Height

Development Controls

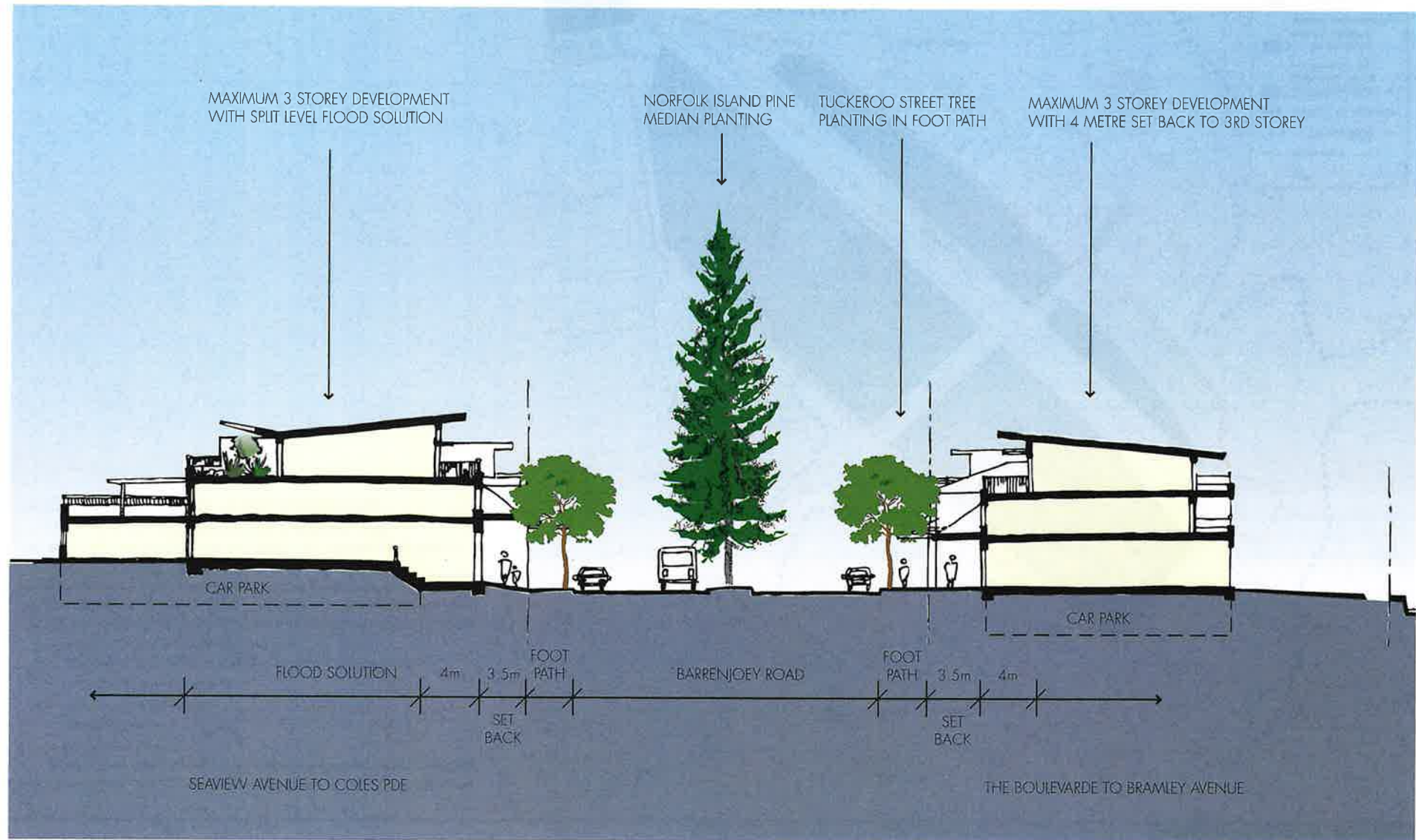


Figure 5.5.3 Barrenjoey Road storeys and setback controls

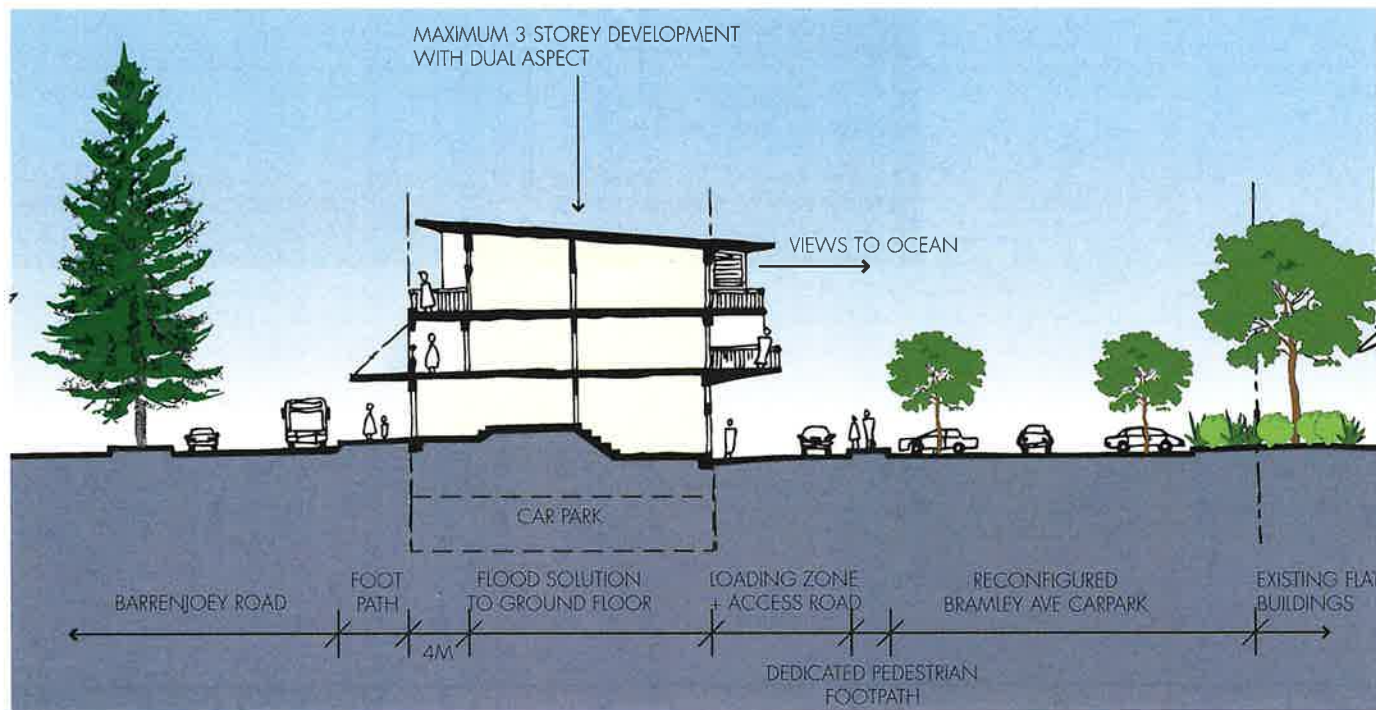


Figure 5.5.4 Nos. 358–386 Barrenjoey Road storeys and setback controls [north of Bramley Avenue only]

Development Controls

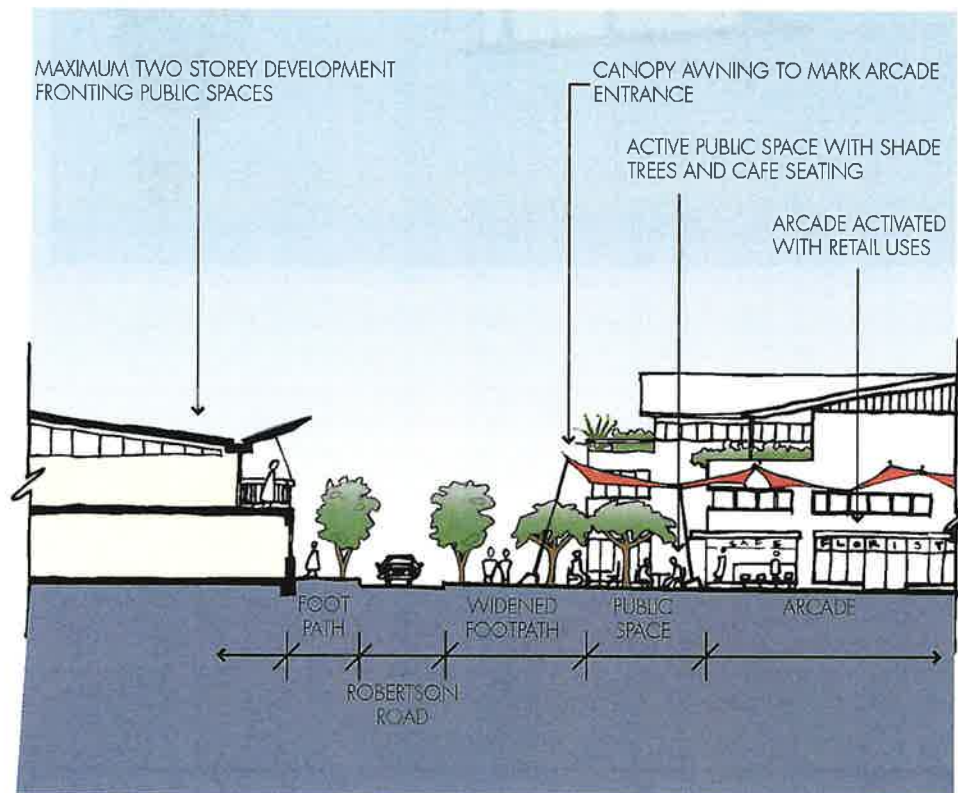


Figure 5.5.5 Robertson Road: storeys on north side opposite public plaza

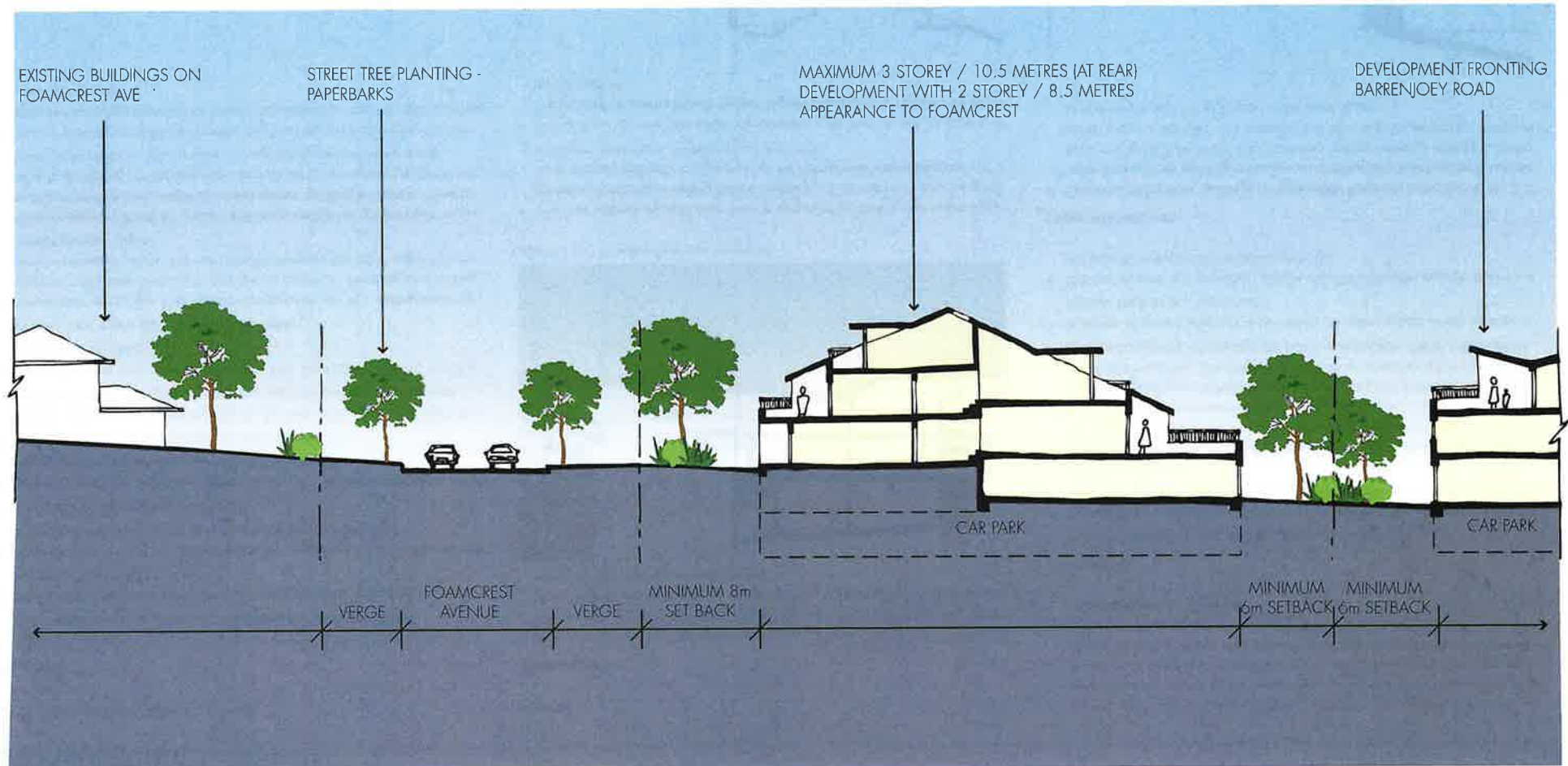


Figure 5.5.6 Foamcrest Avenue excluding the car park precinct: two storey appearance to Foamcrest; 3 storeys achievable at the rear

Development Controls

5.5.2 Setbacks (front, side, upper level)

Outcomes

- Support the relaxed character of Newport Village, with a variety of built form and a sense of openness within the streetscape and on the skyline
- Extend and enhance the public domain, particularly the Barrenjoey Road and Robertson Road footpath network
- Allow for retail and dining uses on Barrenjoey Road to spill out to the exterior of the shopfront, utilising and activating the extended footpath
- Maintain a two storey street wall height
- Built form is characteristically 'broken down' into smaller components, with breaks between buildings, particularly on the 3rd level
- Protect and enhance opportunities for view sharing
- Provide adequate residential amenity in the form of access to daylight and natural ventilation, and generous balcony areas for private outdoor space
- Ensure that sites are developable, and that 'workable', efficient building layouts are achievable
- Enable a new public plaza on Robertson Road
- Enable and encourage high quality development on the northernmost site adjacent to the beachfront path network, to create an attractive and inviting entry to Newport Village that can visually integrate the main street with the beachfront open space
- Allow for potential courtyard spaces, balconies and above ground open space for both commercial and residential development, to allow for indoor / outdoor living and working for building users and residents, to encourage communal activity in workplaces, and to allow for additional outdoor dining areas.
- Ensure that commercial and residential uses backing on to each other allow for adequate building separation for visual and acoustic privacy for all occupants and building users.

Controls

Front setbacks

- New development on Barrenjoey Road is to set back the front building line 3.5 metres from the front boundary EXCEPT for nos. 358–386 Barrenjoey Road, (east side of Barrenjoey Road, north of Bramley Avenue) which have a zero front setback requirement (see below)

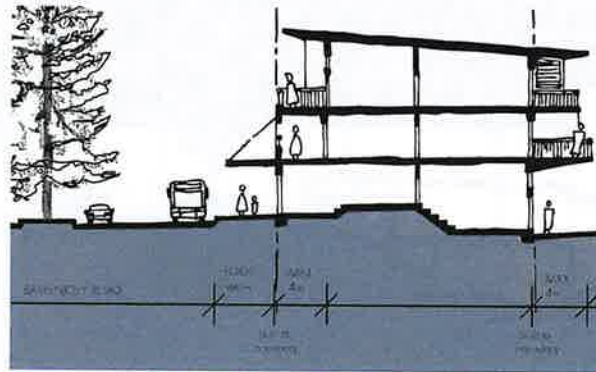


Figure 5.5.7 Barrenjoey Road: zero front setback

- The front setback on Foamcrest Avenue is to increase to 8 metres to provide a generous landscaped setting for the buildings. Consideration may be given to a reduced setback, to 5 metres, at the corner with Robertson Road, to a maximum distance of 10 metres from the corner
- Design the 3.5 metre front setback to be at the same level as and integrate with the footpath (in particular with the use of paving material) to visually extend the public domain

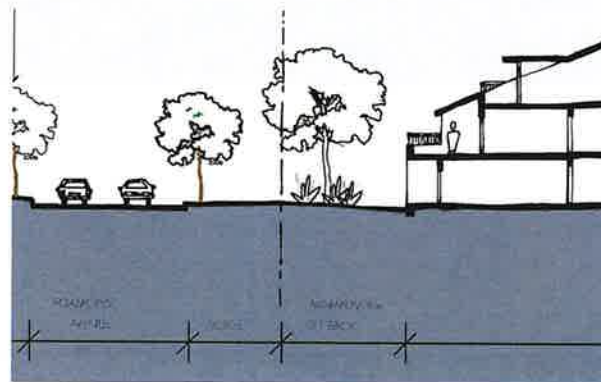


Figure 5.5.8 Foamcrest Avenue: 8m setback

- On the south side of Robertson Road, provide a small public plaza formed by a widened setback in the centre of the street, with a minimum depth of 6 metres at its narrowest point. The distance along Robertson Road from each corner boundary where zero setback is allowed is a maximum 30 metres. The minimum dimension of the length of the widened setback in the centre of Robertson Road is 30 metres.

Side setbacks

- No side setbacks are required for ground or 1st floor
- Spaces between buildings at the topmost (3rd) level are required to promote view sharing and to give openness to the streetscape. A minimum 3 metre side setback is required.
- In addition, the maximum length of the topmost floor of a 3 storey building is 24 metres, with side setbacks of minimum 6 metres width (Refer to Diagram 4.8). This is in accordance with SEPP 65 building separation standards for non-habitable rooms. Where habitable rooms and their balconies are located at the side boundary, side setbacks for adjoining properties will be determined in accordance with the appropriate building separation. Refer 5.6.3 below.
- Buildings at ground level are to be built to boundary except where arcades or through site links are introduced.
- Where arcades are provided, design the entry and the arcade itself to a minimum 6 metre width and generous height.

Upper level setbacks

- Ground and first floor buildings on Barrenjoey Road are to be built to the 3.5 metre front setback building line. Ground and first floor buildings on Robertson Road are to be built to the front boundary except where a setback from the public plaza is required. The topmost (3rd) level is to be set back a minimum of 4 metres from the front facade of the lower floors.

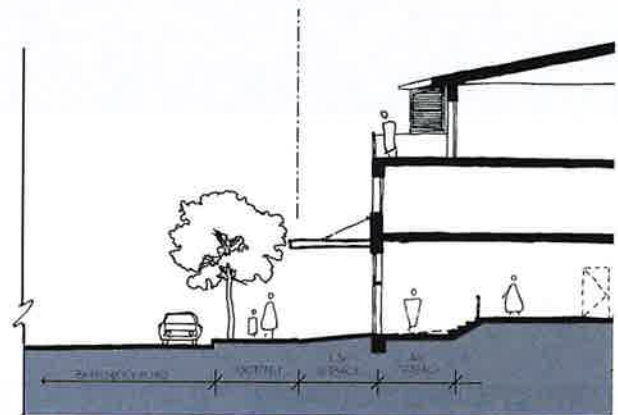


Figure 5.5.9 Barrenjoey Road: Ground and first floor building 3.5m setback building line

- All buildings edging the Robertson Road plaza have a maximum 2 storey height at their front building line to the plaza, with the topmost (3rd) level set back a minimum of 3 metres from the front facade of the lower floors, to reinforce an intimate pedestrian scale.
- The upper levels of the building at the northern village entry (Bottle Shop site) may extend over the Bramley Avenue car park, to a maximum 4 metres, to encourage dual aspect buildings oriented towards the ocean and the street. This can only be achieved where there is minimum height from car park ground level to the overhang of 5.5 metres (to enable vehicle movement) and with the consent of the land owner.

Rear setbacks

Require rear setbacks as follows:

- Sites on the eastern side Barrenjoey Road, north of Bramley Avenue and backing onto the car parking area – zero
- Sites on the eastern side of Barrenjoey Road, south of Bramley Avenue and backing onto the stormwater drain – 3 metres
- Sites in the remainder of the study area – 6 metres
 - except where there is through-block consolidation, in which case the rear setback condition no longer applies
 - the 6 metre setback does not include shade structures, screens etc but refers to the face of the building (the plane of the building facade)

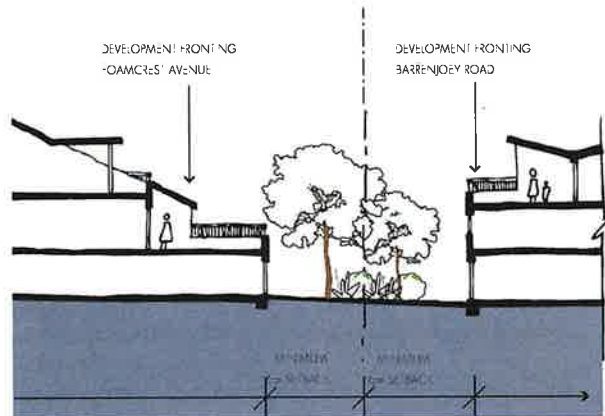


Figure 5.5.10 Barrenjoey Road and Foamcrest Avenue: Rear setbacks

5.5.4 Roof form

Roofs 'complete' a building in terms of its composition and architectural expression. They are not only seen from the street, but often obliquely along the street and from above. Large unbroken areas of roof can make a building appear bulkier than it is, whereas articulating or breaking down the roof massing can minimise its apparent bulk. Newport roofs should respond to its views, topography, climate and character. North facing sloping roofs also allow for the initial or future installation of solar panels.

Outcomes

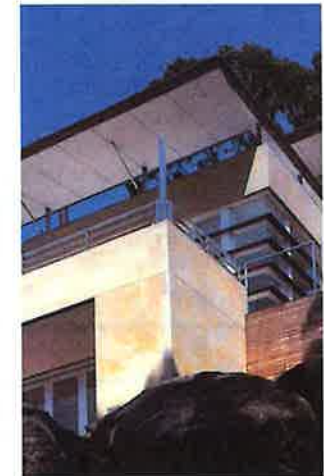
- Ensure that new development contributes positively to the streetscape
- Enable contemporary architectural interpretation of the desirable elements that characterise the area
- Add interest and variety to the skyline
- Optimise views over and through buildings, particularly towards the ocean and the hills
- Provide natural light and ventilation to the interiors of buildings
- Ensure that roof fixtures do not detract from appreciation of views and of significant built and natural features

Controls

- Use skillion, low pitched, folded, curved or 'floating' roof forms
- 'Green' roofs that provide landscaped area and are designed for rainwater collection and re-use are strongly encouraged
- Pitched roofs are not permitted on Barrenjoey Road or Robertson Road. They may be used on Foamcrest Avenue where the existing neighbouring context is primarily residential
- Large areas of roofs are discouraged (as are large areas of building on the topmost level); articulate roofs to create a multi-planar, varied roofscape.
- The images below are indicative of roof forms and character that is encouraged for Newport.



Figure 5.4.1 Roofs should be varied in form to add interest to the skyline while allowing for view sharing



A range of roof forms suitable for Newport is illustrated

Development Controls

5.5.3 Building depth and separation

Outcomes

- Scale new development to reflect the desired future character with spaces between buildings
- Provide visual and acoustic privacy
- Promote high amenity living and working environments with sun access and natural ventilation
- Provide dual aspect apartments and commercial offices
- Ensure that isolated lots can develop

Controls

- Refer to the building massing diagram at 5.6.1.
- Design buildings to the following maximum depths (front to rear building line):
 - ground floor - no maximum, building depth is given by rear setback requirements
 - first floor - max 18 metres glassline to glassline, maximum 24 metre including articulation zone (balconies)
 - second floor - max 14 metres glassline to glassline, maximum 20 metre including articulation zone (balconies)
- For parallel ranges of buildings, observe the following minimum separation distances, ensuring that distance is measured to the edge of balconies not to the face of the building behind (as below)::

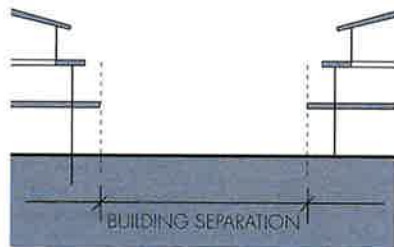


Figure 5.5.3 Building separation

- 12 metres between habitable rooms and the edge of balconies
- 9 metres between habitable rooms and the edge of their balconies and non-habitable rooms
- 6 metres between non-habitable rooms
- Spaces between buildings at the topmost level are required (to promote view sharing and to give openness to the streetscape). The maximum length (ie, the dimension parallel to Barrenjoey Road and Foamcrest Avenue) of the topmost portion of a 3 storey building is 24 metres, with full breaks between them of minimum 6 metres

5.5.5 Design for flooding

Outcomes

- Maintain clear and direct access to all retail premises from the footpath, to optimise the relationship between the building and street, to support the main street character and the economic sustainability of the shops
- Promote high quality design solutions to flooding constraints
- Enable useable ground floor levels within flood-prone lots
- Ensure that arcades and upper level entries are safe, secure and accessible

Controls

- Refer to the diagrams below.
- Design the ground floor of flood-prone buildings with two levels: one level directly related to the footpath and front setback, and accessed from it without steps; and one level within the premises above the Flood Planning Level. Design solutions include:
 - stepping or ramping up within the shop
 - where the shop is adjacent to an arcade, provide a second entry to the upper level of the premises accessed from the ramped arcade.



A possible design solution to handle the requirement to raise the floor level in flood prone areas

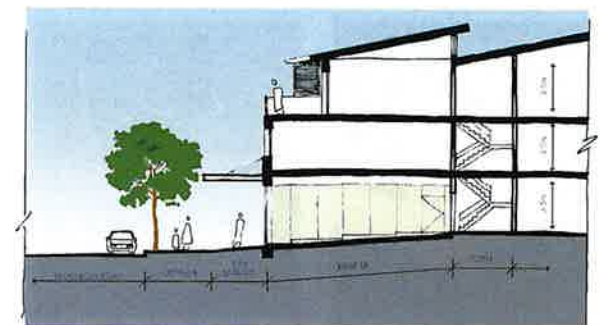
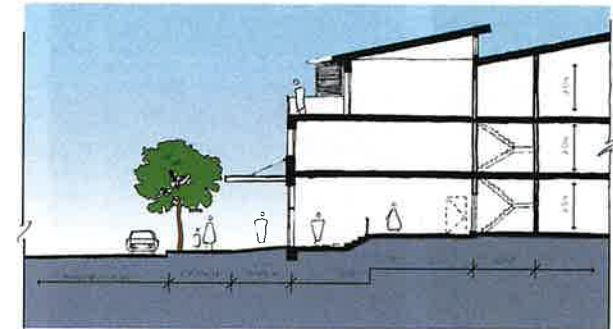


Figure 5.5.5 Flood solutions: the ground floor has two levels; the upper level can be accessed from within the shop (above) or from a ramped entry (below)

5.6 Architectural Character

5.6.1 ESD / responsive design

Outcomes

- Realise the vision for Newport as a place whose public and private areas reflect its relaxed, inviting beachfront character
- Respond to the setting, climate, topography and views, so that the architecture reflects 'Newport style'
- Minimise the consumption of non-renewable energy, from materials selection, site planning, building layout, through to the selection of appliances
- Promote and support sustainability and renewable energy initiatives
- Promote water and stormwater efficiency

Controls

- Site and design buildings to balance the need for active, lively streetscapes with the need to benefit from orientation, views and breezes
- Discourage the use of mechanical cooling in favour of natural ventilation
- Provide solar panels and / or provide or plan for future photovoltaic panels through careful roof design
- Promote the use of stormwater and grey water use through capture and re-use of rainwater and /or innovative roof design

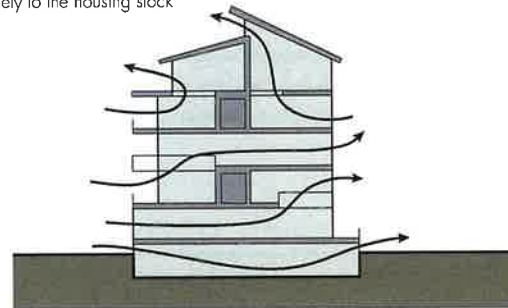
5.6.2 Daylighting, solar access and ventilation

Outcomes

- Provide daylight access to all habitable rooms and to communal and private open spaces. Skylights are permitted only as a secondary source of light, not the primary source of light to habitable rooms.
- Enable all habitable rooms to have direct access to fresh air
- Provide natural ventilation to non-habitable rooms, particularly bathrooms, where possible
- Reduce energy consumption by minimising the use of mechanical ventilation particularly air conditioning
- For residential development:
 - Encourage dual aspect apartments for cross ventilation and optimal sun access
 - Ensure that most living areas and private open spaces receive generous amounts of winter sun

Controls

- Optimise northern and eastern aspects in apartment layout as far as possible
- Provide communal open space with sunlight access for a minimum 2 hours a day in mid-winter
- Ensure that living rooms and private open spaces for a minimum of 70% of apartments in any residential development (including townhouses, mixed use and apartment buildings) receive a minimum of three hours direct sunlight between 9.00 and 3.00 in mid-winter
- Minimise the number of internal rooms that receive no direct sunlight or natural ventilation; require applicants to demonstrate how energy efficiency and amenity are addressed
- Prohibit the use of lightwells
- Avoid excessive building depths in line with the Building Massing diagram,
- Consider design solutions including corner apartments, double height apartments, and crossover apartments to facilitate cross ventilation and add variety to the housing stock



5.6.3 Facades

Outcomes

- Respond to Newport's particular setting and character: to views, orientation, land use and the need for privacy
- Support best-practice environmental design, supporting natural ventilation, and providing sun access in winter and shading devices and screens in summer
- Reduce the apparent bulk and scale of buildings by modulating the building form and breaking down facade proportions horizontally and vertically
- Achieve a clear and direct relationship between the building and the street, with openings to the public domain that allow for casual surveillance (overlooking) and contribute to the perception of security and safety
- Integrate the facade design within the overall building form and design (ie. avoid 'stuck on' elements)



Vertical and horizontal shading devices enliven facades while responding to climate and seasons

Development Controls

5.6.3 Facades (continued)

Controls

- Avoid large expanses of flat, blank facades
- Locate and size windows and openings appropriately for the building orientation and outlook
- Design facades to both contribute positively to the streetscape and to protect the amenity of building users, for example with verandahs, balconies, pergolas, sun shading devices, awnings over windows, entry awnings, blade walls, recesses and moveable shutters.
- Provide horizontal shading devices to north-facing openings, and vertical shading devices (preferably moveable) to west-facing openings

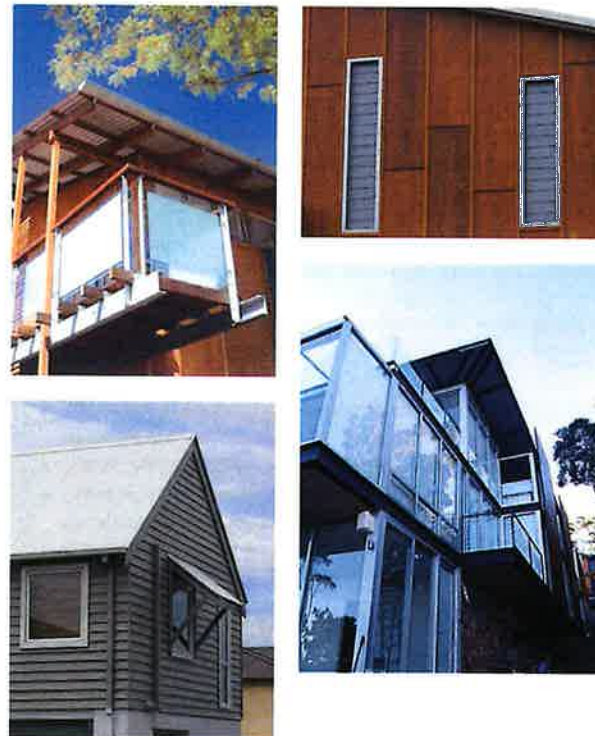


A combination of materials helps break down the visual bulk of buildings

5.6.4 Materials

Outcomes

- Enhance the desired character: relaxed, inviting, beachside
- Minimise the use of materials with high embodied energy
- Respond to the forms and colours of the natural surroundings
- Design robust, durable buildings with low maintenance requirements
- Enable lighter colours particularly for roofs where they improve the thermal performance of the roof system



Lightweight materials including timber, steel and glass are preferred over heavy structures

5.6.4 Materials (continued)

Controls

- Select colours that are generally recessive and soft: browns, greys, greens, and grey. White is not permitted apart from trims.
- Bright colours and highly reflective materials are discouraged except as highlight items
- Mid and light grey may be used for roofs, framing elements (columns, handrails) and for no more than a 20% portion of the wall area ONLY where the finish is uncoated metal. Painted surfaces must be mid-tone or darker
- Lightweight materials are preferred; heavy materials (stone, brick, concrete) may be used for the base of buildings but a solid, monolithic appearance is discouraged.



Sustainable materials and natural finishes are encouraged

5.7 Amenity

5.7.1 Views

Outcome

- Ensure that views are shared equitably between dwellings and business premises
- Protect and enhance views from public places, particularly from views down streets towards the ocean
- Protect views between buildings towards the sea, hills and sky
- Balance the provision of views with the need for privacy for dwellings and private open space
- Enhance the approach and entry experience to Newport Village
- Support the neighbourhood focus at Robertson Road
- Protect views towards the village centre and the surrounding hills, to contribute to the attractive 'green' character

Controls

- Align the entries to arcades with breaks in buildings, as far as possible, to optimise views and a sense of openness in the village centre.
- Limit the height and bulk of buildings in visually prominent locations (refer Section 5.5 Building massing), and break up building mass to step buildings with the topography on sloping sites.
- Provide side setbacks to the topmost level of buildings in accordance with the principles and guidelines in Section 5.5.2
- Require proposed new development to model, in 3D, the built form to determine the optimum arrangement of the building bulk on the site



Side setbacks, floating roofs and transparency in buildings 'lighten' the building and enable views

5.7.2 Privacy

Privacy refers to privacy between private spaces, and between private and public spaces. Design for privacy should consider adjacent buildings, site configuration, topography, views, outlook, ventilation and sun access, as well as the efficient functioning of indoor and outdoor spaces.

Outcomes

- Minimise direct overlooking of main office or living room windows and private open spaces, while maximising outlook and views
- Minimise noise within a building and from outside sources to offices and habitable rooms, as well as to communal and private open space

Controls

- Design buildings with adequate building separation within the site and from neighbours to minimise opportunities for direct overlooking and acoustic impacts (see Section 5.6.3 Building Depth and Separation)
- Offset façade openings from existing openings in adjacent development to minimise direct overlooking of rooms and private open spaces
- Provide dual aspect commercial or residential uses with openings to the front (street) and the rear.
- For ground floor retail / commercial uses, provide appropriate rear setbacks to adjacent residential uses, and design building layout to avoid overlooking of private spaces
- Use design elements such as landscaping, screening, offset windows, recessed balconies, louvers, planter boxes, pergolas or shading devices to increase visual privacy.
- Locate and design all noise generating equipment such as mechanical plant rooms, mechanical equipment, air conditioning units, mechanical ventilation from car parks, driveway entry shutters, garbage collection areas or similar to protect the acoustic privacy of workers, residents and neighbours.

5.7.3 Open space

Outcomes

- Provide a consolidated area of useful, accessible private and/or communal open space for dwellings
- Promote landscaping that contributes to the 'green' mid block character and provides for soft landscaping and deep soil planting
- Enable stormwater infiltration
- Provide a pleasant outlook for building users

Controls

- Provide a consolidated communal open space area for residential developments as follows:
 - 15% of the site area with a minimum dimension in one direction of 6 metres
- Provide private open space at ground level with a maximum 1 in 20 gradient that is directly accessible from the dwelling
- Provide private open space at upper levels (for shoptop housing) in the form of balconies and terraces, with a minimum area of 10m² and a minimum dimension in one direction of 2.4 metres

Development Controls

5.7.4 Safety and security

Design can contribute to the safety and security of residents, workers, shoppers and visitors and their property. The principles of Crime Prevention Through Environmental Design (CPTED) provide the basis for designing, managing and manipulating the environment to reduce opportunities for crime.

Elements such as lighting, access and egress controls, siting of buildings and spaces, opportunities for natural observation, frequency of use of public open space, attractiveness and maintenance of places both contribute to safer places and importantly to people's perception of safety, encouraging greater use of those places that in turn enhances their safety and security.

Outcomes

- Site and design buildings and spaces contribute to the actual and perceived personal and property safety of residents, workers, shoppers and visitors and to decrease the opportunities for committing crime in an area
- Contribute to lively, busy and active streets, parks, plazas, arcades and other public places
- Increase the perception of safety in public open space, including streets, arcades, shopping centres, car parks, and open spaces
- Maximise opportunities for passive surveillance (overlooking) of public spaces
- Minimise opportunities for concealment

Controls

- Orient buildings towards the street, so that building frontages and entries overlook and are clearly visible from the street and provide a sense of address and visual interest.
- Avoid blank walls addressing streets and arcades and any public plazas or other open spaces
- Clearly design buildings and spaces, and the entries to buildings, to delineate public from private space to provide a clear sense of ownership, minimise ambiguity and discourage illegitimate use, for example through the use of symbolic or actual barriers, such as changes in level, low fences, landscaping, lighting and signage
- Avoid building recesses, alcoves or dense landscaping in places where concealment is possible
- Design and place lighting to ensure visibility of streets, public places and entrances and car parking areas, while not intruding on the amenity of residents
- Design and place public facilities such as toilets to maximise opportunities for casual surveillance
- Place services such as Automatic Teller Machines (ATMs) and public telephones in highly visible locations to be accessible and well lit at night

- Solid roller shutters are not permitted as security devices on shop fronts (windows and doors). Open grille security devices may be used on shop fronts if such devices are necessary but should be unobtrusive and sympathetic to the character of the building and the streetscape, with minimum transparency of 65% to provide light spill to the pavement and create a sense of openness to the street

5.8 Proposed Amendments to DCP21 (DRAFT)

General notes:

- The only form of housing permitted in Newport Commercial Centre is Shop-top Housing – [all other forms of residential development are prohibited under Pittwater LEP 1993, prohibited development in Zone No. 3(a); LEP p. 45, Clause 210, (1) and (2)]. Shop-top Housing is defined as “a dwelling, group building or residential flat building in a business zone attached to and integrated with premises used for a non-residential purpose that is permitted in the relevant business zone”. Therefore, all references to residential development in the “Proposed Change” column of this table are to Shop-top Housing.

Clause No.	Clause Name	Current Provision	Proposed Change (Unless noted otherwise, change applies to Newport Village only)
B6 ACCESS AND PARKING			
A410	Newport Locality Desired character	Future development within the Newport Commercial Centre will reflect the seaside-village character of the retail strip	Refer to the Masterplan (section 3.5 above) for description of the desired future character for Newport Village commercial centre, including of “seaside-village character”
B6.6	Off-Street Vehicle Parking Requirements - All Developments other than up to 2 dwellings	(1) On-site parking required for Residential Development and Business Development, irrespective of lot size	(1) For lots with vehicular access solely from Barrenjoey Road and width of street frontage less than 18m, no parking on-site required (If not part of an amalgamation, such lot may not be improvable because of the difficulty or impossibility of providing vehicle access and/or below ground parking. Small retail facilities are a positive feature of Newport village and the possibility of retaining and improving these should be supported.)

Clause No.	Clause Name	Current Provision	Proposed Change (Unless noted otherwise, change applies to Newport Village only)
C1 DESIGN CRITERIA FOR RESIDENTIAL DEVELOPMENT			
C1.1	Landscaping	(1) Landscaping at front to screen 50% of building (applies to all streets) (2) For shop-top housing, provide minimum landscaped area equal to greater of 20% of lot area or 35sqm per dwelling (3) For multi unit and shop-top housing: if 3 or more dwellings, provide seating and communal children's play area; “above-ground garden” required for each (every) dwelling	(1) Landscaping only required in front setback area along Foamcrest Avenue. Deep soil zone (fully permeable) required on Foamcrest Avenue along full frontage of lot for minimum of 6.0 metres from street boundary, except for driveway crossings (2) For lots fronting Foamcrest Avenue only, provide minimum landscaped area equal to 15% of lot area. No requirement for lots fronting Barrenjoey Road only. For lots extending from Barrenjoey Road through to Foamcrest Avenue, no requirement for Barrenjoey Road portion, meet above standard for Foamcrest Avenue portion and use existing midblock cadastral line to define two portions (3) Delete requirements. (Unlikely to be able to create communal children's play area in sensible and useful location with shop top housing.)
C1.4	Solar Access	Limit number of single aspect dwellings with southerly (SW-SE) aspect to 10% of total number of dwellings	Increase limit to 20%. (Given site constraints - commercial zone - and orientation of lots, reasonable quantum of shop top housing unlikely to be achievable with 10% limit, even with skylights to top floor units with southerly aspect.)
C1.5	Visual Privacy	Controls are derived from Amcord, which is intended primarily to apply to low density residential development. They are overly restrictive for medium density housing	Exempt shop-top housing from DCP controls. The privacy provisions of SEPP 65 provide adequate standards. Building separation standards called up in the Residential Flat Design Code (Building Separation, p. 28) are included in Section 5.5.3 above
C1.7	Private Open Space	No minimum area given for balconies	Suggest adding minimum 1.0m ² to the requirement for 2.4m minimum dimension for private open space for shop-top housing and multi-unit development, to ensure that balconies are a useable size
C1.18	Car/Vehicle/Boat Wash Bays	All shop-top and multi-unit housing developments must provide a car wash bay	Car wash bay only required for developments with more than 10 units

Development Controls

Clause No.	Clause Name	Current Provision	Proposed Change <i>(Unless noted otherwise, change applies to Newport Village only)</i>
C2 DESIGN CRITERIA FOR BUSINESS DEVELOPMENT			
C2.1	Landscaping	{1} "Landscape elements both hard and soft should dominate the built form" {2} For shop-top housing, provide minimum landscaped area equal to greater of 20% of lot area or 35sqm per dwelling	{1} Delete – inappropriate requirement for retail centre {2} For lots fronting Foamcrest Avenue only, provide minimum landscaped area equal to 1.5% of lot area. No requirement for lots fronting Barrenjoey Road only. For lots extending from Barrenjoey Road through to Foamcrest Avenue, no requirement for Barrenjoey Road portion, meet above standard for Foamcrest Avenue portion and use existing midblock cadastral line to define two portions
C2.2	Safety and Security	No reference to security devices on shopfronts	Add control that prohibits solid roller shutters and requires security grilles to be minimum transparency of 65% to provide light spill to pavements and create a sense of openness to the street
C2.3	Awnings	Awnings may not be constructed of glass	Permit glass awnings where the glass is treated to reduce solar and heat transmission
C2.12	Protection of Residential Amenity	Privacy controls are derived from Amcord, which is intended primarily to apply to low density residential development. They are overly restrictive for Newport Village, where commercial (business) developments and medium density housing are permitted	Exempt business development from the DCP privacy controls. Where such development adjoins existing or potential residential development, ensure that the proposed business development complies, or is compatible, with the applicable privacy standards in SEPP65 (refer Residential Flat Design Code, Building Separation p. 28 and Section 5.5.3 of this document above)

Clause No.	Clause Name	Current Provision	Proposed Change <i>(Unless noted otherwise, change applies to Newport Village only)</i>
D10 NEWPORT LOCALITY			
D10.1	Character as Viewed from a Public Place	No prohibition against parking at or above grade	All on-site parking structures must be below finished ground level at the street boundary
D10.2	Character – Newport Commercial Centre	{1} Controls in relation to gateways, corner sites, end of vista sites, long facades, ramps, road reserve {2} Pedestrian links through sites to be maintained, "wherever possible" {3} No prohibition on light wells	{1} All controls to be deleted except for the control in relation to the adopted masterplan; they are superseded by the masterplan guidelines. {2} Delete and replace with: arcades/through block connections to be provided in accordance with Masterplan for Newport Centre {3} Prohibit light wells, using the following definition: A "lightwell" is an open or covered courtyard with all three of the following characteristics: (a) it has one or more habitable rooms opening onto it; and (b) it is enclosed in plan on at least 3 sides by either: built form; or built form and a side boundary; and (c) any dimension from habitable room/balcony to habitable room/balcony is less than 12.0m or from habitable room/balcony to non-habitable room/solid wall is less than 9.0m
D10.4	Building Colours, Materials and Construction	Colours are restricted, but "limited use of corporate colours may be permitted within Business zoned land"	For the retail component of any development only, allow more flexibility in the use of colour

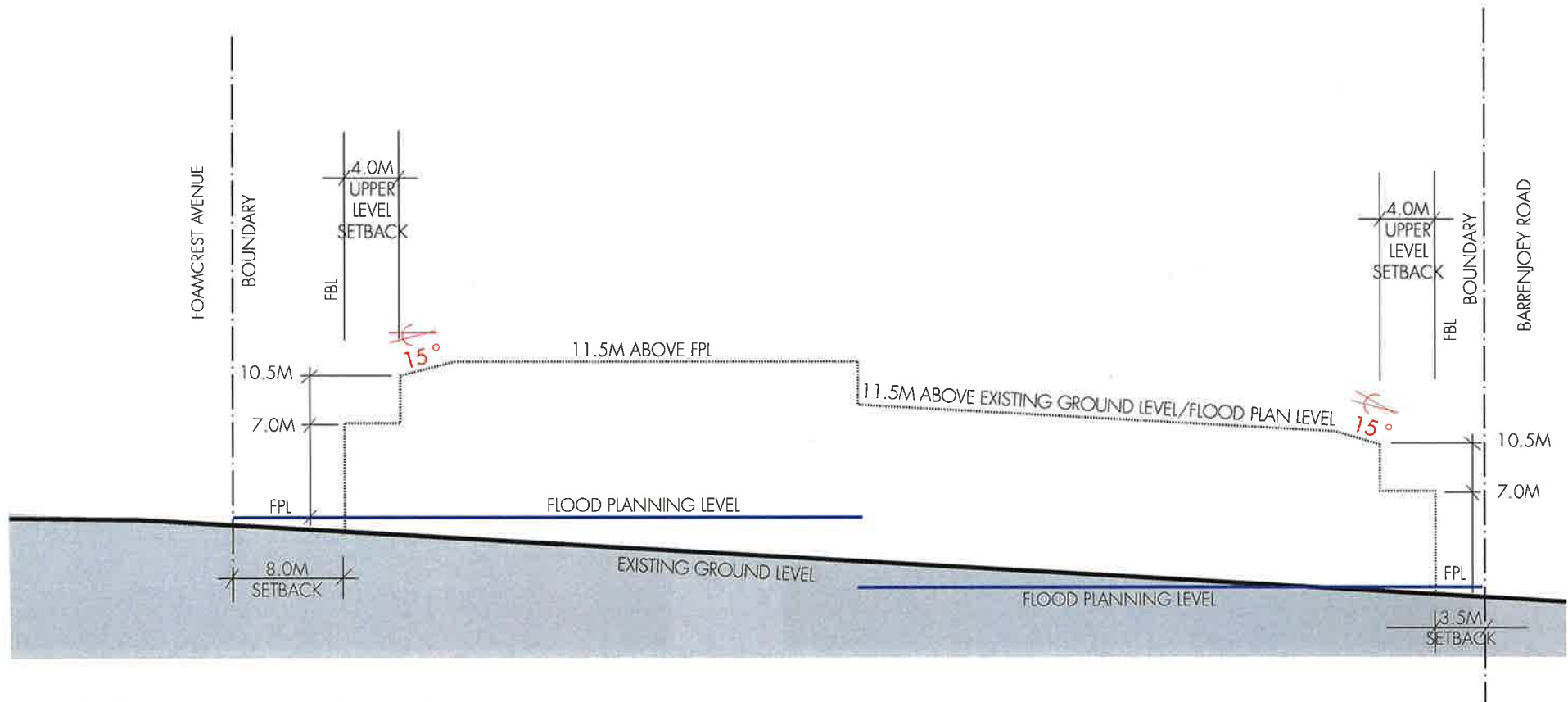


Figure 5.8 Height and setback (envelope) controls - 'Car park precinct'

Development Controls

Clause No.	Clause Name	Current Provision	Proposed Change <i>(Unless noted otherwise, change applies to Newport Village only)</i>
D10.5	Height	Maximum height is 8.5 metres above natural ground level, or 8.0 metres above Flood Planning level	Maximum building height is 3 storeys and 11.5 metres above either natural ground level or FPL, whichever is greater. <i>(Limits development to 3 storeys and allows some flexibility in roof form.)</i> Maximum permitted building height between Front Building Line and third level setback is 7.0m above either natural ground level or FPL, whichever is greater. Balustrades may extend up to 1.0m above this limit if at least 50% transparent and roof overhangs/eaves/ may project into the third level setback zone up to 1.0m if solid, 2.5m if transparent. Maximum permitted building height for third level at front setback (minimum 4.0m behind Front Building Line) is 10.5m above either natural ground level or FPL, whichever is greater. As shown in the accompanying illustration, a height plane sloping at an angle of 15 degrees to horizontal limits building height between this 10.5m point and the overall height limit of 11.5m. On Foamcrest Avenue, for lots within the car park precinct only (nos. 17 - 29), overall maximum building height limit of 11.5m is set at the Front Building Line. On the remainder of Foamcrest Avenue, maximum building height of 8.5 metres is set at FBL, with overall maximum at rear of 10.5 metres above natural ground level. <i>(Because land falls away from Foamcrest, this allows a little more height at the rear of these lots, without any adverse street impacts.)</i> On Seaview Avenue, and the east side of Robertson Road opposite the public plaza, maximum building height is 2 storeys and 8.5 metres above either natural ground level or FPL, whichever is greater.
D 10.6	Front Building Line	(1) Minimum front setback on Barrenjoey Road is 3.5 metres (2) Minimum front setback on Foamcrest and Seaview Avenues is 6.5 metres Variation permitted where certain "circumstances" apply (3) No front setback required on Robertson Road (4) No upper level front setbacks required	(1) No front setback requirement on the east side of Barrenjoey Road north of Bramley Avenue (2) Increase minimum front setback on Foamcrest and Seaview Avenues to 8.0 metres Eliminate following "circumstances" as grounds for variation - Considering established building lines - Degree of cut and fill (3) On the south side of Robertson Road, 6.0m front setback required in centre of block, starting 30m from Barrenjoey Road and Foamcrest Ave (4) On all street frontages, third (topmost) level is to be set back minimum 4.0m from Front Building Line Roof overhangs/eaves may project into the third level setback zone up to 1.0m if solid, 2.5m if transparent

Clause No.	Clause Name	Current Provision	Proposed Change <i>(Unless noted otherwise, change applies to Newport Village only)</i>
D 10.7	Side and Rear Building Line	(1) For sites adjoining land zoned Residential or Open Space, minimum 3.0 metres setback to both side and rear boundaries (2)+(3) For sites adjoining land zoned other than Residential or Open Space, no side or rear setback required	(1) Delete reference to rear setback <i>(now covered below)</i> (2) Side setback: for 3rd storey, minimum 3.0 metre side setback required <i>(all lots)</i> (3) Rear setback: - For lots east of Barrenjoey Road and north of Bramley Avenue: none - For lots east of Barrenjoey Road and south of Bramley Avenue: 3.0m minimum - For lots west of Barrenjoey Road: 6.0m minimum <i>(Consolidated lots that have a frontage to both Barrenjoey Road and Foamcrest Avenue have no rear boundary, and therefore no rear setback requirement. If a lot is consolidated such that part of the lot runs the full width of the block and part adjoins the rear of an adjacent lot, the minimum 6.0m rear setback requirement applies to the rear boundary portion only.)</i>
D10.15	Character of the Public Domain – Newport Commercial Centre	(1) This control applies to "Specified Residential Development" as follows: Dwelling house (new) Dwelling house (alterations and additions) Attached dual occupancy Detached dual occupancy Multi-unit housing Shop-top housing (residential portion only) (2) Controls refer to "Master Plan for Public Domain – Newport"	(1) Delete all residential development types except Shop-top housing (residential portion only) – all of the other types are not permitted in the 3(a) zone (LEP PART II ZONE NO. 3(a) Clause 3 [p 22], PART III DIVISION 3B Clause 21O. (2)) (2) Change to exact name of masterplan report: "Masterplan for the Newport Centre" [as used in Clause D10.2, p. D, 189]

COMMUNITY CONSULTATION MARCH 8 2007

WORKSHOP GROUP OUTCOMES

GROUP 1

How many people are there in your workshop?							10
How Many	Business owners	0	Land Owners	5	Residents	0	Employees

PART A: KEY ISSUES

1. Issues

- Solar access
- Traffic – safety
- Vibrant village – occupancy
- Amenity
- Caltex site redevelopment (pedestrian safety)
- Sense of community

2. Likes and Dislikes

Land Uses:

- Like Restaurants & cafes,
- Like arcades (for breezes)
- Not enough public open spaces
- Even mix not achieved
- Don't like shop top housing
- Not enough shop top
- No supermarket
- No aquatic centre

Built form

- Like building height & building envelope of 8.5 metres
- Like lighter structures – less use of concrete, more use of timber
- Don't like shop top units – too dense
- Don't like shop top housing meeting boundary on first floor
- Don't like signs on building facades
- Don't like appearance of buildings/architecture
- Don't like current pavement

Trees and Landscaping

- Dislike palms
- Dislike planter boxes – can't open car doors

Traffic and Parking

- Parking is good – adequate
- Speed – Traffic needs to be slowed down
- Dislike that there is not east/west access
- Width of median strip – too narrow and dangerous for prams
- No clear directional signs into parking areas

Pedestrian Safety and Amenity

- Width of footpaths is good
- Median strip is too narrow – safety issue for pedestrians
- Current pedestrian crossing – should be more refuges

Access to Beach

- The current beach access needs a turning lane
- No crossing from Coles Pde to beach

Arcade and Seating Spaces

- Like to be able to walk from car park on Foamcrest Avenue – keep the access
- Dislike the blind arcade
- Dislike the appearance of arcade/amenity

Other Issues / dislikes

- Forest of telecommunication infrastructure
- Vacant building sites
- That there are no facilities for teenagers to socialise in Newport

3. Needs and Challenges

- Supermarket – needs to be located centrally
- Traffic – centre lanes of roads narrower
- Plan – wider lanes closer to parking lanes (to slow traffic)
- To be able to compete with Mana Vale and Avalon – need a supermarket to achieve that
- Medical centre
- Newport needs a continuous car park – on Foamcrest Avenue
- A unique sense of community
- Style manual for urban design

Wish List

1. Supermarket
2. Traffic/pedestrian friendly

3. pedestrian access/landscaping

PART B: DESIRED FUTURE CHARACTER

Individual Vision Statements

- More of a village than a main highway ribbon development
- In twenty years time I would like to think Newport would be a cosmopolitan suburb with diverse business, café society with residence in CBD, also more public use of beach area
- A thriving local neighbourhood centre servicing the needs of local residents and visitors
- In twenty years Newport will have a special village feel and be pedestrian friendly with sun streaming into the shopping centre
- A village that is neither Mana Vale or Avalon but takes the best of both these villages and makes a unique village of Newport
- In twenty years time I would like to have a sense of community. The shopping centre to have a natural environment linked to both the beach and the plateau behind and with a good mix of business to provide for local residents (and tourists)
- In twenty years I would like to see Newport maintaining much of its current unspoiled village feel but function as a vibrant centre for shopper local and visitors – a beach intro with a great alfresco dining
- In twenty years – Pedestrian safety, slow through traffic, no service station in village centre, building heights low enough to allow sight of local beach

Group Vision Statement

[In 20 years' time, Newport will be...]

A unique village with a relationship to the beach and plateau behind, that has a good mix of businesses to provide for local residents and tourists, pedestrian connectivity, and opportunities for alfresco dining.

GROUP 2

How many people are there in your workshop?							10	
How Many ...	Business owners	2	Land Owners	7	Residents	10	Employees	1

PART A: KEY ISSUES

1. Issues

- Lack of supermarket
- Traffic/speed through centre
- Mobility through centre/pedestrians crossing road
- Newport Arms Impact
- Berdo / Seaview / Foamcrest intersection
- Lack of open space/in centre
- No Public Toilets
- Bikes/skate boards on paths
- Safety of elderly
- Scooter parker
- Uneven footpaths
- Ugly/non consistent pavers
- Ugly phone antennas on buildings
- Haphazard development on the east side
- Nothing to entertain children

2. Likes and Dislikes

Land Uses:

- Like village atmosphere
- No attractor (eg council library, public building)
- Need community centre
- Dislike that there is no master plan to have better/bigger development

Built form

- Like beachy appearance
- Dislike ad hoc buildings/poor shops, and ugly buildings

Trees and Landscaping

- Like not having trees down centre (sight line)
- Would like trees down the street

Traffic and Parking

- Access across road to beach [is difficult]
- Like that Robertson Road is open to traffic
- No loading zones
- Lack of use of beach parking

Pedestrian Safety and Amenity

- Slope – X fall of median dangerous to pedestrians
- Too big distance between crossing
- Inadequate provision for pedestrians to cross Main Road
- Unsafe at Robertson Rd for pedestrians
- No pedestrian crossings at Coles or Foamcrest

Access to Beach

- Poor access from shops
- Arcade and Seating Spaces
- Dislike closed arcades as they are dead areas

Other Issues

- Would like open areas for people to use and socialise, eg noodle bar
- No toilets for public
- Newport is isolated, does not have a community feel
- No activities for children/youth (facilities)

3. Needs and Challenges

- Community centre/library etc.
- Master plan for development
- Improved pedestrian facilities
- Open spaces for socialising in centre
- Need to improve access to beach
- Need for town square
- Skate board facility and other children/youth facilities
- Angle parking
- RTA regulations
- To encourage people back to the centre
- Appropriate mix of businesses
- Providing adequate parking
- Speed of through traffic

Wish List

1. Improved pedestrian facilities
2. Community/social centre/youth facilities
3. Master plan

PART B: DESIRED FUTURE CHARACTER

Individual Vision Statements

- In twenty years time I would like Newport to have a community feel, to provide basic services for these to be accessible
- In Twenty years time I would like Newport to be a caring nurturing society for the people and the environment
- In twenty years time Newport should retain a simple, community oriented and welcoming atmosphere and not become over developed and commercialised
- In twenty years time Newport Village centre will be a thriving, locally based centre which reflects the beach side ambience
- In twenty years time I would like people to find Newport has retained the seaside village character that has drawn millions to appreciate what careful planning community consultation can achieve.
- I would like to see Newport as a people friendly place with compatible buildings for business and residences
- In twenty years time I would like Newport to retain its low/medium buildings. Be modern with a master plan that gave it a unity of feel and efficient complimentary use of space
- I would like Newport in 20 years time to resemble a seaside village with an excellent rich mix of sympathetic architecture with a user friendly traffic flow regime
- In twenty years time I would like harmonious buildings, not too high, with a pleasant relaxed atmosphere and slow traffic
- In twenty years time I would like Newport to be a hustle and bustle of people moving (on foot) through shopping, open space and green space interacting. A low line eclectic mix of light weight building structures mixed with recycled timbers et al.

Group Vision Statement

[In 20 years' time, Newport will...]

- Be pedestrian friendly with multiple linkages to facilities
- Have a village atmosphere reflecting the beachside character
- Emphasise facilities for social interaction for all ages
- Have central commercial activity to attract people to the centre.

GROUP 3

How many people are there in your workshop?							8
How Many	Business owners	2	Land Owners	7	Residents	6	Employees

PART A: KEY ISSUES

1. Issue

- Traffic
- Bromley Lane – tankers and heavy trucks use small streets – impacts on pedestrian safety
- Potential overdevelopment
- Street crossings
- Flooding
- Amalgamation won't work [to get better design] unless there's a carrot for developers

2. Likes and Dislikes

Land Uses:

- Village atmosphere very much liked
- Liked 'laid back' character
- Residential uses okay
- Good mix of services
- Not enough people stopping to shop
- A service station in the centre of the village would be undesirable
- Like the post office and 2 churches clustered near Robertson Road

Built form

- Liked current scale of built form
- Like to keep current height restrictions
- Like to enable 3 storey development
- Renovation of 364 (?) Barrerjoey Road liked, seen as good design
- St Michaels Church – a good example of a building with a 'village' look

Trees and Landscaping

- Liked natural environment and setting – trees, plants, beach and sea

Traffic and Parking

- Traffic speeds through Newport, mostly in northerly direction but also going south

Pedestrian Safety and Amenity

- Robertson Road is liked, with its pedestrian focus

Access to Beach

- What's missing from Newport is any access to the beach

Arcade and Seating Spaces

- Graffiti in arcades is disliked, dead ends (no through access) also disliked
- Spaces are not designed for young people

3. Needs and Challenges

- MONEY! The biggest challenge is to fund improvements
- Need public toilets
- Potential for Robertson Road to be more like a mall, without traffic (Note – this was a contentious issue with some people agreeing and some disagreeing)
- Open space for sitting, including spaces for young people
- Retain and enhance trees, including in the existing car park off Foamcrest
- Lights to cross the street at reasonable intervals
- Need speed cameras
- A mix of uses, including a supermarket
- Better incentives for businesses and landlords
- A "heart" somewhere that's the centre of the village / a place for pedestrians
- Better design – stepping back upper levels of buildings
- Creative well designed renovations of existing buildings
- Open space areas use car park area
- Skateboard ramp or bowling alley – something for the kids to do

Wish List

1. Village atmosphere
2. Needs to be more vibrant, busier
3. Small businesses (not mega centres)

PART B: DESIRED FUTURE CHARACTER

Individual Vision Statements

- A vibrant village where citizens can shop locally, feel safe and feel proud of a caring community. This is part of the "village" phenomena we treasure our parks, low density and community connection.
- More open space with more tree planting on main road
- Attractive – vibrant shopping precinct full of variety of shops and businesses a full range of banks, doctors, accountants and other specialty services. A place to stop, shop, eat, linger and enjoy. Development of good design and lots of trees
- General atmosphere, sense of being
- A variety of small shops with some shop top living height limit of 8.5 metres. Design reflecting the natural character of the area eg beach – natural landscaping using Robinson Rd – have some shops facing inwards eg cafes. Building should blend with the natural environment and a supermarket
- To be visually attractive shopping culture inviting both through to offices to shop and visitors to come to a range of specialty shops. This will require visible shops timed parking (say 2 hrs) with longer timed parking at the back
- In twenty years I would like to think that my children and their children will enjoy the village feel with parks for play and recreation – trees and retain the area for young families.

All the group endorsed all the above statements.

GROUP 4

How many people are there in your workshop?							11
How Many	Business owners	2	Land Owners	3	Residents	10	Employees

PART A: KEY ISSUES

1. Issues

- Need to slow traffic
- More trees – buffer for noise and pollution
- Get village feeling back
- Civic areas used for car parking
- Need a place for quiet coffee
- Better use of civic spaces
- Get the road right, than the periphery
- Don't have 2 lanes
- Need 40kph speed limit within 500m of bends anyway, and single lane roundabouts and single lane of traffic

2. Likes and Dislikes

Land Uses:

- Keep it metropolitan, low key, green, pretty, attractive to residents and visitors including other locals eg from Palm Beach
- No higher buildings like DY, Delmege Building
- Important to keep character where people still say hello
- Need supermarket
- Retail and commercial are okay, with residential needs

Built form

- Increased density could make Newport more vibrant
- Seaside character in buildings – textures, light weight materials, corrugated iron, timber, breeze through / look through buildings
- Varied heights are picturesque and liked – don't make new buildings all the same
- Don't want high rises

Trees and Landscaping

- Use stormwater drain as link
- Weather-vanes on commercial building, water play along walkways
- Would like angled parking like on Robertson Road, on Barronjoey road at Newport

- Bramley lane could become a piazza

Traffic and Parking

- Slow northbound traffic at the Avenue, stop freeway 'feed'
- Need trees, not palms in Barronjoey Road
- Porter Reserve quarry needs to be used

Pedestrian Safety and Amenity

- Need to be able to cross safely from east to west
- Safer crossings for children
- Would like continuous footpaths for kids on bikes and pedestrians especially east – west to link
- Need access to pool via walking, not through the beach – old people can't walk on sand
- Need connections for vehicles
- Roundabouts would slow traffic and enable people to cross in vehicles and on foot safely

Access to Beach

- Safe access for pedestrians at northern end
- Like that Newport is next to sea
- Like the vistas through Newport centre
- Thoroughfare can be vibrant, have energy – need to build on it
- Currently not pleasant to walk through the length of Newport

Arcades and Seating Spaces

- Underground car park with a village green on top at Foamcrest on council land
- Promenade – better connections
- Arcade scenario doesn't work for retailers, people don't go up arcades, they are dark or don't lead anywhere, a village green at Foamcrest, not a dead end

Other Issues

- Everyone need to look at what's best for Newport, not just what is best for one or two
- Outdoor art or community centre with stone benches, bring art shows and link to centre, link with businesses
- Don't like the graffiti – worsening
- Turn shops around to bring place alive
- Build on art and music community bring into Newport as part of restaurant culture

3. Needs and Challenges

- Car park at beach is huge
- Boardwalk to pool
- Need skateboard ramps (one for littlies, one for older children)
- New buildings should have CCTV to dissuade vandals
- Vital mix use centre
- Should be great to promenade from restaurants to beach at night
- Beach is underutilised – need to make Newport Beach work
- Commerciality in SLSC – upgrade, link retail centre to beach – better lighting, with restaurants or café at SLSC are the centres, like to stay in area
- Compare with Noosa – great connection to beach needed through to Rec centre – boardwalk along beach car park to be able to see ocean more from east

Wish List

1. Slow traffic – to one lane each way through Newport
2. Use beach better – create a boardwalk – better pedestrian access through village
3. Better civic spaces
4. Work with developers, not [through] confrontation to resolve issues – better guidelines for developers

PART B: DESIRED FUTURE CHARACTER

Individual Vision Statements

- Newport in 20 years time I hope will have a village feel with safe accesses to beach. Traffic will have to slow down as the travel through. Roundabouts instead of traffic lights. More trees and greenway down the centre of street
- I would like to think that Newport village remained a village but with more use made of our wonderful beach and swimming pool. A general clean up of Barronjoey Road Newport with lots of trees and garden
- In 20 years time I would like to see Newport as a vibrant, small centre with residents provided with convenient type of "piazzas" to ensure life to the centre and there's minimal vandalism and graffiti and petty crime. Sufficient mix of retail to ensure residents don't need to leave Newport for basic necessities.
- I would like to be able to know all my community and enjoy wandering to the beach and informing visitors and locals about our history. Waving to those in buildings above. For visitors to say they love Newport style. A sea side village to love walking around, sitting and chatting, know what's going on in the future and past promenade from oval to beach at night and the place to be a cultural experience for all that visit with sandy feet.
- Newport village should be a place that can be of the centre of our lives.

We need to be able to walk safely, dine, be entertained, swim, shop, play sport or just hang out in the village - a pleasant place to be. Discourage car use. We need civic spaces, better pedestrian links, utilise our great beach, good landscaping, varied building types and forms. A wide range of uses (as appropriate) should be encouraged. All facilities should be able to be accessed by pedestrians. Finally we need to draw on Newport's natural beauty and existing potential

- Newport in 20 years time: a cohesive village in looks and feel, a family friendly place for all ages drawn there by its beauty, safety and access for all in its open spaces and safe though faros
- Beautiful board walk from headland to pool with seats along the walk, interesting shops with easy access from beach area to community centre, vibrant supermarket, residents stop out for night dining and day time coffee shops
- Newport to be a suburb that as a resident I can be proud to say that I live here and are envied. My children will be safe at night. A cultural environment with all service required for beach side community
- My vision is the "wow" factor. To be able to greet residence and visitors alike. To have a community that is linked in every way, a community that is both pleasing to the eye and functional
- In 20 years I want Newport to be a safe, pleasant village with better shops, food eating facilities and more activities for my grand children to use, I would like to see more footpaths in key streets such as Anyola Road for the aged people to use
- In 20 years time I would like Newport to be a family orientated community minded village with links from North to South and east to west access which will make it easier for all people to shop eat and enjoy this wonderful natural environment. More areas for parking off the main road and specialty shops.

GROUP 5

How many people are there in your workshop?							11
How Many	Business owners	5	Land Owners	10	Residents	10	Employees

PART A: KEY ISSUES

1. Issues

- Place to be
- Low rise
- Blends in with environment
- Beach upgrade/boardwalk sheltered
- Variety in shopping experience
- Streamline development process
- Modulation in height and shops + 2 levels
- Slow traffic down
- Improved pedestrian access across Barranjoey Road
- Return to beach

2. Likes and Dislikes

Land Uses:

- Like shopping village
- Like mixed shop top
- Like arcades
- Like rear parking - arcade access
- Like artistic
- Like centre looks away from beach, should relate to beach
- Like boardwalk to swimming pool and to sit
- Like toilet in shopping centres
- Dislike covered drains

Built form

- Like terraced facades
- Like raised height limit
- Like atmosphere
- Like 1 extra 1m to allow for height
- Like talk in terms no. stories not height
- Like to develop a character (colours, style, beach theme, community image)
- Like sandstone finishes

Trees and Landscaping

- Sandstone beds
- Low maintenance
- Street trees modern (eg Waratah St)
- Pavers - open for pavement, names in pavement
- Barranjoey Rd on hill - tree in middle
- No planter boxes

Traffic and Parking

- Slow traffic down
- Maximum parking on strip (no restrictions)
- Rear parking more than 2 hours

Pedestrian Safety and Amenity

- Join up pedestrian routes reserve to shop to Bilgola
- Access to ovals, no focus for access
- 3 pedestrian crossings (signalled)
- Walk Newport wharf to Bilgola

Access to Beach

- Right hand turn to beach
- Pedestrian access to beach and pool
- Focus of centre towards beach
- Beach is focal point

Arcade and Seating Spaces

- Notice board at beach re. shops in centre
- Protect beach area
- Not favour major arcade
- On strip seats along strip

Other Issues

- More shaded seating area on grass area at beach
- Fixing up the surf club
- Restaurants at surf club and nice toilets
- Garbage bins 6 more in main strip and at beach
- Mechanical repairs in Newport
- Traffic access issue at Robertson Rd should be east bound Porters reserve parking
- issue pedestrian tunnel proposal to access beach car park in winter
- development of village centre; Robertson Rd & Coles Pde

3. Needs and Challenges

- Issue of youth at night
- Youth facilities
- Park and ride where people want to park (more easters etc)
- Small local market

PART B: Desired Future Character

- "Beach" character
- Low rise – 3 storey (shop + 2 residential)
- Village atmosphere

Group Vision Statement

In 20 years' time, Newport will be...

Newport Beach village. I and my family will be able to visit and view paving bricks. The community will shop back in Newport, and the village will have more day time retail.

GROUP 6

How many people are there in your workshop?							
How Many...	Business owners	0	Land Owners	1	Residents	7	Employees
							0

PART A KEY ISSUES

1. Issues

- Traffic (issue of 3 lanes into one)
- Crossings east-west
- Look at large commercial area (ie Foamcrest/shop top)
- Retail mix
- Central one lane through

2. Likes and Dislikes

Land Uses:

- NA

Built form

- Possibly go higher but need open space / park to compensate
- Merit assessment (should be) based on height versus setbacks

Trees and Landscaping

- Use of stone etc (liked)
- Trees are liked
- Pavements are perfect
- Needs to be cleaned
- Seating is needed

Traffic and Parking

- Far too fast along Barronjoey Road
- Need to look at back streets and movement along those at speed
- Reversal of either Robertson Road / Colas Pde
- Need for broader traffic calming
- Use of one way streets
- Access to rear of business

Pedestrian Safety and Amenity

- Need wider pavements for people

Access to Beach

- Need to totally upgrade access from beach (big car park to centre)

Arcade and Seating Spaces

- Need more seats/seating spaces

Other Issues

- Need outside attractions ie. markets
- Local beach/local park – use them
- Worlds biggest car park – use it
- Need supermarket
- Lift height and density as trade-off for increased open space
- Economics of centre need people and development
- Light/shade – building modulation
- East-west topography

3. Needs and Challenges

- Major vehicles, parking/movement
- Incoming residences
- Commercial development sympathetic to residential
- Flooding to lower levels of buildings
- Reduce bureaucracy (eg flood studies) for simple retail development – will increase commercial activity
- Issue of ticker box compliance with application rather than true assessment
- Public Transport

Wish List

1. That we got on with it
2. Better/proper DCP/LEP
3. Less bureaucracy
4. Better rites for residents/businesses

PART B: DESIRED FUTURE CHARACTER

- Clever/sensitive architecture
- Tunnel under Newport to Avalon
- Pedestrian amenity

No vision statements

Newport Village Commercial Centre Masterplan

March 2007

Email survey responses - Total of 41 responses

1. What do you like about Newport?

Beachside location and lifestyle - Raised in most submissions	17
Village atmosphere (friendly and caring)	30
Parks	2
Easy access to off street parking	3
Not overcrowded	3
Low rise development - Not overdeveloped like Dee Why and Mona Vale	5
Shops (that are not chain stores), restaurants and cafes	7
Surf and Rugby clubs	2
Convenient location	2
Proximity to Mona Vale Hospital	1
Cosmopolitan lifestyle	1
Mainly good, well adjusted people (?)	1

2. What do you least like about Newport?

Lack of village atmosphere or due to six lane road running through centre that creates excessive noise, fumes and dangerous traffic conditions	4
Traffic problems on Barrenjoey Road - including insufficient or poor placed crossing options and speeding cars and motorbikes (some using Newport as a drag venue)	17
Too many units and medium density developments	1
Lack of a supermarket and hardware	14
Over development	5
Trees being removed (and impact of removal to wildlife)	1
Nothing	1
Lack of inspirational architectural ambience (especially shopfronts)	6
The dying village shopping centre	6
The recent closure of shops (including the bookshop, hardware and furniture)	9
Young hooligans vandalising at weekends	2
Bird droppings on the rest seats and	2
Dirty footpaths	2
Crime including graffiti attacks which are increasing	4
Poor shopping opportunities	1
Little outdoor dining facilities	1
Covered walks	1
Empty lots of land on main road	3
Lack of accommodation in centre	1
Congestion caused by parked cars on both sides of street	2
Proliferation of unsightly telecommunications infrastructure on the rooftop of the TAB	1

3. What Does Newport need and where should such needs be located?

Show the traffic flow and widen footpaths	6
A return to the old beachside appeal of the Northern Beaches (not overdeveloped like Dee Why and Mona Vale)	2
A supermarket (one requested the old supermarket site and another stated it should be a mini supermarket) - Nearly all submissions requested a supermarket and a few state it should be centrally located	22
Tree should be kept in Council car park	1
New developments be appealing to the eye	12
A retirement village	1
Facilities to entertain children and teenagers	4
More tourist parking	2
A bucolic, rustic emotion towards a village experience (?)	1
The community centre as planned	4
A mix of stores (plenty of coffee shops, cafes, restaurants and a bookshop)	5
The return of the Art Gallery	1
A centrally located police station	2
Police patrols on Friday and Saturday nights	1
Bird eradication at bus and rest areas (issues with droppings)	1
A library	1
More sea and picnic tables in beach area	1
Improved streetscape - including an upgrading of pavements and more plants	3
A pedestrian crossing at Corner of Robertson and Barrenjoey Road	2
A cinema	1
Better public transport	2
Underground parking	2
A larger variation of products and services provided in the centre	1
Increase in shop top accommodation to help support businesses	1
The visual impact of telecommunications infrastructure in Newport to be mitigated in the future	4
Car parking	3
A good traffic plan	5
Walking access to shops is maintained from existing car parking areas	1
Rearrange the traffic flow from the foot of Newport Hill to Bardo Road to where the road narrows to two lanes at Coles Parade (similar to arrangement to Old Barrenjoey Road at Avalon where one lane is provided to traffic in each direction - decorative planting and parking on either side)	3
Speed bumps, a speed camera or other traffic calming devices be installed to discourage irresponsible drivers from speeding through Newport	2
Need to have more landscaping in the centre	4
A pedestrian bridge	2
Alcohol free zones	1

4. What Challenges do you see facing Newport now and in the future?

Stopping overdevelopment	8
Flooding when rain returns	1
Traffic congestion and parking facilities	9
Keeping Newport low key and exclusive	2
Ensuring that Newport is not irrelevant due to the already well developed aspects of Avalon and Mona Vale	6
The resurrection of community spirit	3
Maintenance and care of the beach and Pittwater waterways	1
Flood control	1
Providing opportunities and the right environment for businesses to return	10
Providing the right balance of shops	1
Stopping crimes such as vandalism, graffiti and attempted break-ins	2
Achieving a reasonable variation of products and services provided in the centre	4
Increasing the number of people using the centre	2

5. Do you have any other comments regarding Newport and/or Newport Village Masterplan Survey?

The masterplan process should not be used to find additional sites for medium density housing on the northern beaches	3
Do not overdevelop Newport	2
The masterplan needs to be completed before it is too late	1
The newly planned community centre should be able to present theatrical productions	1
Thankfully that Newport is finally getting some attention	1
The day care and tennis courts should proceed as funds become available	1
Council should pay for the painting of murals	1
Stop markets from being held in nearby suburbs as local businesses lose sales	1

FOCUS GROUPS

Focus group 1 – outcomes

Pedestrian Movement

- Another pedestrian connection was suggested, from Barrenjoey Road through to Foamcrest Avenue between Robertson Road and Coles Parade.
- Formalise a link through the current service station site on eastern side of Barrenjoey Road to Newport Recreation Club (in conjunction with redevelopment of the corner site).
- General support for shared way/rear access to businesses adjoining Bramley Road car park. Surveillance and safety are key issues and require careful design of the public domain plus appropriate uses and building edge conditions to the space
- General support for widened footpaths, footpath blisters at corners, median refuges and the location of the proposed signalised crossings

Vehicular Movement

- Suggestion that traffic in Ocean Avenue and Foamcrest Avenue be made one way; this comment was made in relation to the perceived traffic impacts on Foamcrest Avenue, with three roads flowing in but only one road out.
- There was discussion about the provision of a rear lane servicing Barrenjoey Road properties, to take the traffic pressure off Foamcrest Avenue
- There were mixed views about underground parking; management is an important issue. The flat building on Barrenjoey Road that includes some public parking is problematic in not providing separate, secure parking for building residents.

Open space network and new public space

- Stakeholders identified that a major issue of Newport is its current lack of character and lack of sense of destination – needing a “draw” in the form of a use like a cinema or supermarket together with services, well designed retail, shops, etc.
- There was broad agreement in the meeting for the idea of a “heart” for Newport supported by a public / civic space on Robertson Road, with some provisos:
 - o The existing cafes work well and people did not want to lose the pedestrian focus and the low scale character
 - o Ownership issues would need to be resolved
 - o Surrounding uses would need to be active and buildings attractive
 - o A high quality design for the public domain is required
- It was noted that some residents canvassed about the public space did not feel it would contribute much to Newport as Robertson Road is already working well
- Questions were asked about the use of the public square and its edge conditions – these were seen to be important to develop as ideas for the next workshop
- General support for the mid block green corridor/access from the proposed public square, linking with the existing arcade at 335 Barrenjoey Road and with future pedestrian connections
- A suggestion was made for a plaza/trees/sculpture at the north end of Barrenjoey Rd & Coles Pde, to create a “gateway identity” – this could be in conjunction with the footpath widening that is part of the endorsed streetscape masterplan.

Building heights and massing

- There was a mixed response to the proposed 3 storey and overall height controls, with a discussion of whether a 3rd storey is required in Newport in order to encourage redevelopment. This was not resolved. It was noted that not all buildings would necessarily go to the 3 storeys but that an increase from the current 8.5 to a 9.6 metre height control would mean that the proportions would work better for 3 storeys than at the moment
- Newtown was discussed as an example of a suburb where 2 and 3 storey buildings have been successfully integrated into streetscape
- It was agreed that example building sections would be provided at the next workshop to illustrate the proposal
- There were concerns raised about the potential for a building on the Dept of Lands site (Bramley Avenue car park). It was noted that a car park in that location is crucial to the functioning of Newport and that there is a strong preference for maintaining it in its present form where it contributes to the open space network and the ‘breathing space’ that this provides to the village centre.
- Council’s Project Leader, Floodplain Management contributed to the discussion of the severe flooding constraints affecting Barrenjoey Road. There was general appreciation of the limitations on design of footpaths and shopfronts that the flood level creates, and of the suggested approach to optimise both accessibility and a direct relationship between shopfronts and the footpath (to invite entry)
- The existing 3.5 metre required setback from the front boundary was generally supported in the light of RTA ownership of Barrenjoey Road and the identified constraint on narrowing the carriageway.

Focus group 2 – outcomes

The consultant presentation began by recapping the previous discussion with the focus group, and identifying how the urban design principles and concept design proposals had changed or been developed further following that meeting. The urban design principles were supported: what people feel is important as the next step is determining how to achieve them.

Streetscape issues

- Of the options for landscape treatment of Barrenjoey Road, the Norfolk pine planting of the median was preferred and seen as “very Newport”; something that was “like a new hairdo and could give an instant lift”; something that could create an identity for the centre.
- There was a positive response to continuing the planting south and up the hill to strengthen the approach / entry experience, but there are cost constraints on this because of the need to replace kerbs.
- Suggestions from the group included poles / banners at the ends of the village to reinforce that this is a threshold to Pittwater – banners could double as public art / event announcements.
- There needs to be continuity between the median and the pavements – the consultant recommendation is for the same paving treatment and for keeping the visual connection – ie. Don’t clutter up the median with unnecessary ground treatment
- There was strong interest in the use of feature lighting for the trees. To support this and to minimise visual clutter, it was suggested that double branch street lights be placed down the median in between the trees. This would both keep the pavement edges clear, and could also be used to light the trees from the side.
- It was agreed that the median trees would link the main road to the beachfront area. However, it was also felt – and this is supported by the consultants – that a landscape plan for these areas outside the village centre ‘proper’ would benefit the overall Newport experience.

Plaza / Robertson Road / arcades

- As before, there were mixed responses to the idea of a new public space on Robertson Road. While some people were positive about the potential benefits to the street and to the businesses that could open onto the space, others were concerned about the amenity of the space.
- There was general agreement that it was important to maintain the liveliness and pedestrian activity on Robertson Road, and that streetscape improvements to extend and enhance the public domain were desirable, whether as a ‘set back’ space in front of buildings, a generous opening / entry to any through-link or mid block arcade, or as a generous widened footpath.
- The last of the powerpoint images of arcades shows fabric ‘sails’ between buildings on different sides of a laneway, at the topmost level. This image sparked a discussion of the kinds of elements the group thought would be appropriate to Newport’s character and climate (ie. Shade sails, canvas awnings). They were thought to be suitable as ‘markers’ and also for seating and pavement areas.

Bramley Avenue car park

- There was recognition of the difficulty faced by businesses wanting to redevelop their properties and unable to do so because they cannot gain access to the rear. It was generally felt that an easement or accessway should be formalised for these properties.

Traffic and Parking generally

- There are community concerns about the volume of traffic on Fomcroft Avenue at the moment, and that this will increase with new development.
- Generally it was felt that the quantum of public car parking on Fomcroft Avenue should be maintained, perhaps consolidated and better utilised. While there was some uneasiness about underground parking, it was seen as acceptable to have one level underground of public parking (ie. No lower than that for the public component of any mixed car park); and it was seen as preferable to allow some natural light and ventilation, for example by having sub-basement parking.
- Parking at or above ground is not seen as a desirable outcome.

Built form

- As before, there was agreement that the current control is unsatisfactory in allowing 3 storeys with very low floor to ceiling heights – a poor urban and amenity outcome. There was also agreement that these kinds of built outcomes were not envisaged when the controls were set.
- A preferred approach for setting height limits was to set a maximum height limit (above flood planning level) to the underside of the topmost ceiling. This would ensure that the ceiling heights would be adequate, and also allow for some roof expression, thus avoiding the flatroofed, boxy forms of some recent development.
- The proposal to require setbacks for the top floor, also to reduce the building bulk, was accepted.
- There was considerable discussion about the materials and finishes, as well as the bulk and height, of buildings. Images shown of responsive buildings that used a range of materials, including lightweight materials, and that had some transparency, were well received. It was proposed by the consultants that the masterplan should contain a number of photographs of buildings that provided useful examples and precedents for Newport.

PUBLIC MEETING JUNE 21 2007

Royal Motor Yacht Club, Newport – 21 June 2007 at 7pm

MEETING OUTCOMES SUMMARY

A meeting for the Newport Masterplan was held on 21 June 2007 at the Royal Motor Yacht Club at 7pm. Over 90 people attended the meeting including Councillors, Council's urban design consultants HBO+EMTB, community groups, local residents, interested individuals and Council staff.

The evening began with a welcome and a brief introduction by the Mayor. The consultants gave a brief overview of the study to date and presented elements of the draft masterplan. The key elements included proposals for the future form and character of both the buildings and streetscape of the village centre.

The presentation was followed by a question and answer session, and time was allocated to look over the presentation material and to fill in a feedback form. Comments made during the question and answer session and on feedback forms, will be considered before the draft masterplan report is prepared for exhibition.

The presentations were well received, and a lively question and answer session followed. Many positive comments were received by Council staff and the consultants, both during and following the formal part of the proceedings. The questions asked generally concerned technical issues – that is, there were concerns about how the ideas might be implemented and what the impacts would be – or they were questions seeking further information or clarification. Explanations were generally well received. No substantive issues about the proposed built form or traffic movement were noted.

The issue of traffic and parking on Foamcrest Avenue has been a concern to those residents for some time and there is a perception that it will be exacerbated by any new development. It is important to note that the masterplan does not propose any increase in density or through traffic over and above what is possible under the current controls. Nevertheless, it is also important that traffic management and the requirement for new development to manage parking within the development are dealt with in the masterplan report.

The recommendation that elicited the most debate is the recommendation for planting Norfolk pines down the median of Barrerjoey Road through the commercial centre. The issue was not about planting the median – that was supported – but about the particular species recommended. A number of people spoke strongly against the proposal; many people also expressed their support through comment and applause for the proposal. The feedback forms also reflect this; however, most of the concerns are technical and expressed in the form of questions – eg. "will the pines ...?" – which we believe are addressed below. Where people proposed alternative species these are listed.

During the question and answer session, comments were made on the following issues:

Bramley Avenue Carpark: Safety, security, flooding and access issues in the Bramley Road parking area were discussed. It was mentioned that abandoned cars have been set alight in the carpark and that the safety and security of users of the parking area should be reviewed. The severe flooding restrictions on the site were also acknowledged. It was further noted that properties that backed on to the parking area at the rear had legal access issues due to the parking area being in the ownership of the Department of Lands.

Activity Area: The need for an activity area in Newport for skate board and bike riders was discussed. It was considered that interesting activity areas give young people an interest and keep them active. Providing such areas has resulted in less illegal activities being undertaken by young people in other areas.

Mark Eriksson, Council's Principal Landscape Architect, discussed a proposed plan of management for Newport Beach that included a proposed café and skate facility at the northern end of the beach. He noted that there was resident opposition for the skate park when the plan of management was exhibited. Mark also mentioned that there were no funds for a skate park in Newport. Mark further mentioned that Kitchener Park in Mona Vale has an existing activity area and that this park can attract state funding as a regional park.

Norfolk Island Pines: A lot of discussion was held in relation to the proposed Norfolk Island Pines for the median strip through Newport. The following comments were made:

- The possibility of tree limbs hitting tall trucks.
- The root system will raise the road structure.
- Norfolk Island Pines are too sparse.
- The majority of members at the last meeting of the Newport Residents Association were against the proposed planting for Norfolk Island Pines.
- Patterson Pine would be a better alternative.
- Council will need to provide cleaning around the Norfolk Island Pines at least 3 days per week (going on the experience of other local governments with such trees).
- The pines will not integrate well into the Newport streetscape.
- The pines will divide Newport in half down Barrerjoey Road.
- The main characteristics/specifications of a tree for the median strip should be established first and then a tree chosen. Basic specifications should include that it is evergreen, the maximum span identified and maximum height determined. It was suggested that a matrix be used to reach a decision on the choice of tree for the median strip.
- The pines will bring an atmosphere to the village.
- The pines will link the village to the existing heritage listed Norfolk Island Pines near the beach.
- The pines will be attractive if appropriately maintained.

- The pines will draw up both sides of Barrerjoey Road into an apex in the middle positively unifying both sides of the village.

The following responses to issues raised in relation Norfolk Island Pines was provided by Mark Ericsson:

- Council will source trees for planting that would be 6-8 metres high with a clearance of 3 to 4 metres to the spread of limbs.
- The undercanopy of the Norfolk Island Pines at the height proposed to be sourced would need to be modified to allow tall vehicles to pass in first few years following initial planting.
- The undercanopy will not present a problem to vehicles in years to come.
- It is expected that some vehicles will hit the undercanopy during the first few years. However, it is noted that the branches are not brittle.
- Council will provide clearing of the road as necessary.

Connectivity of pedestrian pathways: Comments were made that people drive around Newport from one place to another rather than walking because Newport currently provides an unpleasant pedestrian experience. It was stated that pedestrian connectivity and access should be encouraged to promote a sense of community and safety. It was also commented that connections to the beach over sand dunes should be provided with multiple surface choices to suit all visitors (including some hard surfaces for prams, wheelchairs, etc).

Lynne Hancock, Council's Urban Design Consultant from HBO+EMTB, responded by stating that Barrerjoey Road is the main pedestrian environment within Newport and that connections in and out of arcades on Barrerjoey Road are recommended to be encourage as part of the masterplan. This is being proposed to promote and improve the existing pedestrian connectivity within the centre. It was noted that Newport Beach was not part of the study area for the Newport Masterplan, however some recommendations in the masterplan report will be made to in relation to improving the pedestrian links between the beach and the study area of the Newport Village Centre.

Condition of Foamcrest Avenue: Concerns were raised in relation to the current condition of Foamcrest Avenue. It was mentioned that there is a pot hole in the road that appears to be getting bigger. Concerns in relation to the road deteriorating further as a result of more development in Newport and the proposed Traffic Calming Concept Plan were also discussed.

James Payne, Council's Manager of Urban Infrastructure, stated that staff will look into the condition of the road including the pot hole. James also mentioned that the roads in Pittwater had a grading system for repair and that other roads within Pittwater have a higher priority under that grading system than Foamcrest Avenue.

Coles supermarket trucks: Comments were made in relation to the negative impact that trucks associated with the new Coles supermarket development will have on existing traffic in Foamcrest Avenue. It was also commented that the

Impact of trucks in Foamcrest Avenue associated with the Coles development will be no different to the impact that the trucks of the previous supermarket in Newport. It was further commented that the conditions of consent in relation to the Coles supermarket should be considered whilst considering traffic issues for Newport and the preparation of the masterplan.

Bike traffic: Concerns were raised about bikes sharing the pedestrian footpaths in Barrerojoey Road.

Caroline Kades, Council's Principal Strategic Planner, stated that the proposed parking lane either side of Barrerojoey Road will be wider to facilitate the passage of bikes through Newport.

RTA approval of proposal in Barrerojoey Road: It was asked whether the draft Traffic Calming Concept Plan had received RTA approval.

James Payne stated that the RTA had agreed in principle to the draft traffic calming concept plan. It was noted that earlier schemes were rejected by the RTA and a consultant was employed by Council to resolve the RTA's issues. The detailed design still requires the RTA's final sign off.

Height Controls: Comments were made that the proposal in the Masterplan for 3 stories was not acceptable as it will not enable new development to integrate well into the existing character of Newport. It was suggested that Council should try other means of improving Newport before 3 stories is recommended.

Geoff Baker, from HBO+EMTB, stated that a 3 storey height control is needed to encourage and facilitate changes. Redevelopment would not be economically feasible without a third storey.

Lynne Hancock noted that 3 stories are currently achievable under the existing height controls but do not enable developments to be designed in accordance to State Environmental Planning Policy 65 – Design Quality of Residential Flat Development (SEPP 65). SEPP 65 requires that developments be designed to provide an acceptable standard of amenity.

The Mayor also noted that without a three storey height limit there may be no economic incentive to redevelop. The Mayor further noted that some poor developments in Newport were approved in the past because current height controls do not require developments to provide an acceptable standard of amenity for occupants. The Mayor also noted the importance of new developments complying with SEPP 65.

Presentation by consultants: Comments were made that the presentation lacked detail. It was suggested that solutions were needed and that the presentation seemed to be full of art and pictures. It was also suggested that the challenge for the masterplan was to get real improvements for Newport, not just cosmetic changes.

Need for Masterplan: Comment was made that in order to ensure quality future development in Newport, the masterplan needs to be in place before the property market improves.

Council owned car parks and parking in Newport: The following comments were made in relation to Council's land in Newport and parking:

- Questions were asked about geotechnical surveys that have been undertaken on Council's land in Newport.
- Concern was expressed about what proposals Council may have for the land and why such proposals were not being made public.
- Questions were asked as to why Council's car parks and the plaza that was included in the concept options prepared as part of the masterplan process were not included in the draft masterplan.
- Parking and traffic issues in Newport will soon become similar to the problems that are being faced in Mona Vale, i.e. not enough parking and congestion on the streets.
- The Neptune Street park and ride was not being used as it should be and that bus commuters were parking in the Bramley Avenue car park all day. This is reducing the number of spaces available for other users.
- Increasing the possibility of residential redevelopment in Newport through a 3 storey height limit will exacerbate parking problems in Newport.

The Mayor responded to the questions by stating that probity was in place and that investigations are currently being undertaken to determine what could be done with Council's land to the benefit of the community in Newport. The Mayor mentioned that private meetings had been had with adjoining land owners to discuss the possible redevelopment and integration of Council's land with adjoining sites. These meetings have been necessary as part of investigations for the best use of Council's land.

The Mayor also discussed the recent Council resolution of 18 June 2007 that called for expressions of interest (EOI) for the development of the land and adjoining sites. If the land between the two Council sites was separately developed, Council would end up with two small sites that would not yield many parking spaces. Vehicle manoeuvring and turning areas would take up a lot of the space on both sites. The redevelopment of the sites separately would also not benefit the community as much as a redevelopment that spanned the two sites and adjoining land. It was also considered that the EOI would enable the market to determine the best use of the land. The Mayor further stated that Council was investigating what was underneath Council's land through geotechnical surveys to determine what building costs there may be on the site if Council decides to redevelop.

Chris Hunt, Council's Director of Urban and Environmental Assets, stated that the EOI will ensure the best possible outcome for Newport in terms of the provision and connectivity of parking within Newport. It is considered that the redevelopment of the site could be a driving force behind the revitalisation of the whole of the Newport Village Centre.

Geoff Baker stated that new residential development is required to provide on site parking to cater the parking demand of residents and that this is already a requirement of Council's under Pittwater 21 Development Control Plan (DCP).

Paul Davies, Council's Principal Engineer, stated that it is not intended for the availability of on street parking to increase or decrease in Barrerojoey Road under the proposed traffic calming concept plan. However, there may be a small reduction when the RTA approves the final detail design for construction. He noted that overall, parking will increase in numbers as new development proceeds in accordance to the DCP.

4th Masterplan: Comment was made that this is the 4th Masterplan that has been prepared for Newport and that it is the best so far.

Pedestrian link from Newport Wharf to Newport Village: It was suggested that Council should be improving the pedestrian link from Newport Wharf shops to Newport Village through Newport Park and relevant streets.

Caroline Kades commented that it was not part of the brief for the Newport Masterplan. However, the linkage has been raised previously and Council is aware of the desire line and can be looked into as a separate issue.

FEEDBACK FOLLOWING THE MEETING

Some 25 responses were received following the community meeting. There was broad support for the principles and key directions proposed in the draft masterplan. Notably, there was a strong desire to move forward and revitalise Newport, with a recognition that there is a unique opportunity at the moment to consider the traffic and parking, landscaping and the built form all together. One person who has lived and worked in Newport for 30 years noted that "I am very keen to see anything done for Newport"

There were a number of enthusiastic general responses – "There were a number of enthusiastic general responses –

- "Wow! If you do half of what you propose I'll be really happy"
- "the overall design plan, I feel, would benefit Newport"
- "Streetscape plans are a positive move"
- "I thought the overall plan for Newport was excellent"
- "We felt the draft Masterplan presented to be an excellent proposal, directly addressing the desires previously identified by residents"

ISSUE	COMMENT	RESPONSE
MASTERPLAN PROCESS	Comment that the draft masterplan appeared not to consider relevant approved DAs	Relevant recent DAs were reviewed as part of the masterplanning work and where they are approved or under construction the footprints are shown in the building massing plan. The impact of these DAs on adjoining lots, and the potential development of those lots, was a necessary consideration. The presentation included specific and comprehensive proposals for controlling future development, including heights, setbacks, building depth and separation.
	Recommendation that the consultants meet with the Newport Residents' Association for a further discussion/workshop	The masterplan process has involved two full public meetings and two focus group meetings. The two focus group meetings had representation from the Residents' Association and issues raised were considered and incorporated into the draft recommendations. The Residents' Association is also represented on the project control group. The process has seen the Newport Residents' Association fully involved throughout.
	Concern about translating the vision statement to reality – how developers might fulfil the concept	The masterplan together with the DCP recommendations to be included in the masterplan report, together provide a comprehensive suite of guidelines and controls for consideration for inclusion in Council's consolidated LEP/DCP. The intention is that future development is consistent with the bulk and scale recommendations, as well as the more detailed built form guidelines for architectural character. That being said, the role of the masterplan is essentially a vision document and neither it nor the planning controls can guarantee high quality development – but they can provide the tools to encourage it and to help Council discourage poor development.
WORKSHOP CONSULTATION PROCESS	A comment that the information given could have been in more concise form, and could have been supplemented by an explanation of the role of stakeholders (Council, developers, State Government etc) and a proposed timetable. It was also considered that the question time was too lengthy and there was too much emphasis on the tree issue at the expense of other issues.	Noted: timetable for the streetscape and traffic works can be developed once the masterplan has been exhibited and following endorsement by Council. There is no timetable for changing the built form of Newport as this will depend on individual owners.
PARKING	Concern that lack of parking will have a negative impact on potential shoppers – people will not shop in Newport but will pass through.	The masterplan proposes to retain existing parking 'hubs' and requires that the quantum of public spaces is maintained or improved. It recognises that the Foamcrest parking area is unlikely to remain in its current form but provides a framework for continuing to provide parking underground or within buildings that can serve the Newport shoppers. It also shows how sites can be amalgamated to make efficient, 'workable' parking basements that can optimise parking supply. The overall number of parking spaces throughout the centre will increase as developments proceed and will be adequate to cater for normal demand. The time-limited spaces on the main street are particularly important, as spaces with a high turnover contribute to the perception that spaces will be available and not 'taken' all day.
	Concern that future development will exacerbate the existing lack of parking on Foamcrest	Any new development will be required to provide adequate parking to service that development on site, including for workers, residents and visitors.
	There was support for encouraging use of the park and ride area and discouraging the use of the Bramley Ave car park for this purpose	Agreed and this point will be noted in the masterplan report. The proposed upgrade of the entrance off Barronjoey Road support will support this.
	Were the consultants briefed on the EoI process and were solutions to the parking issue considered?	A number of possible scenarios were developed for Council's parking sites and the adjoining properties. The consultants are aware of Council's EoI and were involved in discussions with Council prior to its issue. The intention is that the controls being proposed encompass any development, including responses to the EoI.
	Comment that the issue of car parking and traffic movement within the centre cannot simply be dealt with by Council's existing parking policies – with the example of the lack of parking in Mona Vale creating problems as development occurred	The masterplanning process builds on considerable work undertaken by Council regarding traffic movement and parking provision, resulting in recommendations for site amalgamations and underground parking to ensure that, as at present, all new developments will be required to provide parking on site. Council's EoI for the car parking sites on Foamcrest Avenue has as a primary goal the provision of an adequate supply of public parking for Newport. The masterplan supports this. With regard to developments approved outside the masterplan area, such developments approved under old controls (and by a different council) are not relevant if those controls are different to the Current DCP 2.1 and to any proposed changes to it. The consultants had no brief to study Mona Vale but to work with Council on the particular issues facing Newport.

ISSUE	COMMENT	RESPONSE
VEHICLE MOVEMENT	Concern that the one-way streets away from Barrerjooy Road (Coles Parade and Robertson Road) are taking prospective shoppers away from the shopping strip. A sketch was provided that showed a suggestion to make Robertson Road one-way towards, not away from, Barrerjooy Road.	Streets are now one-way in these directions and will be retained to facilitate easy access to car parking in Foamcrest Avenue to encourage customers to stop; they also provide circulation around the centre to intersections where drivers can safely turn either left or right onto Barrerjooy Road. If those were one-way streets towards Barrerjooy Road, there would be two different risks: one would be that the southern part of Foamcrest Avenue would be more heavily trafficked by vehicles approaching the village from Seaview and Foamcrest, rather than turning off Barrerjooy Road; and the other would be that people driving into the village and looking to park would have already passed the Seaview intersection and would then have to keep going through the village because they would have no access to the side streets and the parking on Foamcrest.
	Foamcrest used "as a drag race track" at night	Inappropriate traffic speed and driver behaviour is a problem in many streets of Pittwater when traffic volumes are low; this is a management / policing issue, not related to the masterplan proposals.
PEDESTRIAN MOVEMENT	Very positive about the new crossing at the northern end of the village	Noted
	One person was keen to develop the proposals for pedestrian pathways to and through the foreshore and beachfront area, including to the pool, and was supportive of "keeping the pathway linkage ideas even though it is outside <u>this</u> masterplan". This person also noted that it is important to use elements like a boardwalk, seating and BBQ areas in the beach parkland to tie the shops to the beach.	Noted and this will be included in the masterplan report
	Concern that there was insufficient consideration of alternative pedestrian thoroughfares other than Barrerjooy Road.	For Barrerjooy Road, there is no feasible alternative to using the enhanced footpaths for pedestrian circulation. What was said in response to a question about connecting from the beach to the community centre was that Barrerjooy Road will (and should) remain the primary pedestrian route between those two points. No other safe, viable route is available. Robertson Road will be the other strong pedestrian focus. The masterplan strongly recommends a series of arcades and pedestrian links on the west side of Barrerjooy Road, connecting Foamcrest Avenue and Barrerjooy Road, and also to Robertson Road.
CYCLE MOVEMENT	One person felt that a cycle track would "create more trouble than it is worth"	The principle of enhancing recreational cycling and connections for cyclists between the beach areas and the centres is an important one in the draft Masterplan. There can be conflicts between pedestrians and cyclists but it is felt that careful design of pathways can create a safe and high quality environment for both user groups.
LAND USES	Dissatisfaction with the approval of a Woolworths discount petrol station in the middle of the village, and with the proposal that the current Caltex site at the southern end may be redeveloped to a different use.	The consultants are aware that the Woolworths petrol station is approved, despite some community opposition. The approval is therefore a matter for consideration in determining future uses and built form in Newport. The consultant view is simply that if the Caltex site becomes available, a use other than a petrol station would be preferable, particularly given the site's prominence. It is not considered that two petrol stations within the village centre is an optimal outcome.
BUILT FORM	Of the five people who commented on the built form proposals, four supported the 3 storey scale, feeling that it supported the need to 'move ahead' while maintaining the beach village atmosphere. One person cited previous studies and the current DCP's 8.5 metre height restriction as remaining a preferred outcome.	In some respects the current DCP controls are not working, as attested to by a number of Land and Environment Court cases. Currently the numerical height limit is somewhere between 2 and 3 stories and in that sense is not workable. This is why the Masterplan includes not only height controls, but actually proposes an integrated suite of development controls, where the current DCP is deficient.
OPEN SPACE	One respondent urged consideration of a skate park towards the southern part of the beach car park and close to the retail core	A plan of management was completed 12 months ago for Newport Beach, containing a proposal to form a steering committee to investigate the potential for a skate park towards the northern end of the beach car park. This discussion is therefore ongoing.
PUBLIC DOMAIN	One person identified a need for improved amenity in the form of seats, bus shelters, places where wheelchair users catching public transport could wait	These are all very important components of a comfortable and attractive public domain. The streetscape masterplan proposes locating seats near bus stops and at other places along Barrerjooy Road. The widened footpaths will provide ample space for wheelchair users. There is already a bus shelter at the southern end of the village outside the service station. A bus shelter is proposed for the northern bus stop adjacent the supermarket site (under construction). Within the centre of the village weather protection will be given by awnings.
	Two people raised the issue of the need for a public toilet	Noted. Ideally, public toilets would be co-located with civic or community uses, preferably with the development of the public plaza and adjoining uses, and importantly would need to be within a building to have some perceived 'ownership'. Stand alone toilet buildings are more difficult to manage and maintain, and not generally positive additions to the streetscape. The masterplan can include the provision of public amenities as a principle but cannot determine their exact location.
	Current and ongoing maintenance of streets and spaces, including regular rubbish removal, was noted by one person	Noted. This is a management issue; certainly regular maintenance, rubbish removal and the immediate removal of graffiti are important contributors to a high quality public domain, and can serve to discourage anti-social behaviour.

ISSUE	COMMENT	RESPONSE
	Comment that the quality of the median is important and that a standard RTA barrier fence would be an undesirable outcome	Noted and agreed – it is important to maintain an openness / visual connection between both sides of Barronjoey Road, and to reduce visual clutter. The proposed median design does not include a barrier fence
TREES (general)	Will central median planting make it more difficult for pedestrians to cross Barronjoey Road? Two people were concerned that median trees would make it harder for drivers to see pedestrians who were crossing Barronjoey Road informally (i.e., not on the signalised crossings)	No – there will be a generous (widened) median that means people can cross half way, pause and then continue. However, this does not mean that crossing informally is encouraged. It is likely that any median planting will obscure pedestrians from drivers' view, if the pedestrian is within the line of the tree trunks. To this extent it will be harder for drivers to see them. Drivers will probably also not be expecting to see them. It is emphasised that pedestrians should use the signalised crossings, which have been located to 'fit' better with desire lines across Barronjoey Road. These crossings are the appropriate and safe option for pedestrians.
	Will trees be subject to damage from cockatoos?	All trees will be prone to bird interaction. Whilst cockatoos may from time to time impact upon the trees it is not recognised as a significant threat to growth given the extensive number of healthy pines located in Newport Beach Reserve (Bert Payne Park).
	Will trees in the centre of the road slow traffic?	It is considered that they will, for the following reasons: - Halving the apparent width of the road, where now there is an expanse of concrete, will create a sense of a smaller scale road; the carriageway will seem to be halved. With that sense of a reduction in scale there is a likely associated reduction in speed. Note that as well as tree planting down the centre there will be street trees at the edge of the road that further narrow the field of vision and change the scale of the road. - The tree planting in conjunction with the three signalised crossings is important, as it will create a new expectation in drivers that they will have to slow or stop through Newport. - The proposed 50km/h speed limit is a regulatory tool that will support the 'design' tool of the trees.
	A suggestion to combine street tree planting with undergrounding power lines on Foamcrest Avenue	Noted. This will be included in the masterplan report as a recommendation.
	Concern about potential impacts on road safety	Any tree selected will require follow up maintenance in relation to leaf litter, ongoing pruning and horticultural maintenance.
TREES (species)	The following very supportive comments were received: "the centre planting of Norfolk pines is inspirational" "love the trees and Barronjoey Road design" "the Norfolk pines would look wonderful" "We think [the avenue of Pines] would look fabulous" "when completed it will look stunning and magnificent" "Norfolk Pines would be splendid in reinforcing the seaside character of Newport village" (subject to their not overshadowing the western footpath)	
TREES (species)	One person thought the pines were "too big, too wide, massive root system"	The response addresses two kinds of issues: the visual/cultural, and the technical. First, the visual/cultural issue – do the trees appear to be too big and wide? The trees were selected precisely because of their size and to enhance the very important heritage grouping of pines at the beach. Norfolk Island Pines were chosen as the scale of such trees will be in context of the setting i.e., a six lane arterial road surrounded by residential/business buildings up to 8.5 metres in height. Smaller scale trees will be visually lost in this context. Their scale is seen as important and necessary to make an impact on through traffic and to create a visual marker that is 'distinctly Newport'. Through the focus group workshops another large tree – a fig – was suggested but this was seen to be too wide. In contrast, Norfolk Island Pines have a relatively open canopy allowing light to penetrate through the trees, as well as a slender vertical form. A more traditional canopy tree such as Figs would reduce sunlight to a greater degree than the proposed Pines. The pines will not block one side of the road off from the other, so long as they are spaced appropriately. On the technical side, what emerged from the public meeting were concerns about the tree branches intruding into the traffic lane, about the roots extending under the road and interfering with the road surface, and about falling needles creating moss and potential hazard. Root systems of any tree are potentially a problem as is buttressing the base of the tree. Council has allowed approximately 12m ³ per tree to accommodate root growth. The scale of the road construction will generally restrict the impact of tree roots on the surrounding pavement. Norfolk Island Pines are able to be extensively under pruned over time to allow passage of vehicles under the tree. This is not the case with more traditional full canopy trees.
	Three people suggested alternative species: cabbage palms (Livistonia Australis); Waterhousea floribunda; Casuarinas	It is not considered that these trees would have the desired visual impact on the main road, nor that they have any special association with Newport