



# NEWPORT VILLAGE COMMERCIAL CENTRE MASTERPLAN

prepared by  
HBO + EMTB URBAN AND LANDSCAPE DESIGN  
LEVEL 3, 75 ELIZABETH STREET SYDNEY NSW 2000  
P: 8226 2000 F: 8226 2001 E: [lhancock@hboemtb.com](mailto:lhancock@hboemtb.com)

August 2007

**Disclaimer**

The Newport Village Commercial Centre Masterplan study has been commissioned by Pittwater 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, Pittwater Council does not warrant the information is complete. Viewers must exercise their own skill and discretion.

## Table of Figures

Figure 1.1	Location plans .....	3
Figure 1.2	Study area .....	4
Figure 2.1	Topography & setting .....	5
Figure 2.2	Views and vistas .....	6
Figure 2.3	Flooding.....	11
Figure 2.4	Zoning and land uses .....	12
Figure 2.5	Built form .....	13
Figure 2.6	Building heights .....	14
Figure 2.7	Awnings and colonnades .....	15
Figure 2.8	Open space and landscape character .....	16
Figure 2.9	Vehicle movement and parking .....	17
Figure 2.10	Pedestrian movement .....	18
Figure 2.1.1	Land ownership .....	19
Figure 4.1	A vision for Newport .....	29
Figure 4.2	Open space .....	30
Figure 4.3	Vehicle movement and public parking .....	31
Figure 4.4	Vehicular access and underground parking .....	32
Figure 4.5	Pedestrian and cycle network .....	33
Figure 4.6	Land uses .....	34
Figure 4.7.1.1	Barrenjoey Road looking north towards the beach.....	35
Figure 4.7.1.2	Section through Barrenjoey Road .....	35
Figure 4.7.1.3	Barrenjoey Road northern entry, looking south. ....	36
Figure 4.7.1.4	Barrenjoey Road northern entry, looking north.....	36
Figure 4.7.1.5	Robertson Road looking east (downhill) .....	37
Figure 4.7.1.6	Southern part of Foamcrest Avenue, looking north.....	37
Figure 4.7.3.1	Section through arcade adjacent to Robertson Road.....	39
Figure 4.8	landscape character .....	43
Figure 4.9.1	Built form .....	45
Figure 4.9.2	Indicative 3D modelling showing building zones/envelopes .....	46
Figure 5.2	Subdivision and amalgamation.....	48
Figure 5.5.1	Barrenjoey Road height in metres and setbacks.....	50
Figure 5.5.2	Height .....	51
Figure 5.5.3	Barrenjoey Road: storeys and setback controls.....	52
Figure 5.5.4	358–386 Barrenjoey Road: storeys and setback controls .....	53
Figure 5.5.5	Robertson Road: storeys on north side opposite public plaza .....	54
Figure 5.5.7	Barrenjoey Road: front setback. ....	56
Figure 5.5.8	Foamcrest Avenue: front setback .....	56
Figure 5.5.9	Barrenjoey Road: ground and first floor setback .....	56
Figure 5.4.1	Roof forms .....	57
Figure 5.5.10	Barrenjoey Road and Foamcrest Avenue: rear setbacks .....	57
Figure 5.5.3	Building separation .....	58
Figure 5.5.5	Flood solutions .....	58
Figure 5.8	‘Car park precinct’: envelope controls.....	65

## Table of Contents

EXECUTIVE SUMMARY .....	1
1.0 INTRODUCTION .....	3
1.1 Brief .....	3
1.2 Location .....	3
1.3 History .....	3
1.4 Study Area .....	4
2.0 ANALYSIS.....	5
2.1 Topography and Setting .....	5
2.2 Views and Vistas.....	6
2.3 Flooding.....	11
2.4 Zoning and Land Uses .....	12
2.5 Urban Form.....	13
2.6 Building Heights.....	14
2.7 Awnings.....	15
2.8 Open Spaces and Landscape Character .....	16
2.9 Vehicle Movement and Parking .....	17
2.10 Pedestrian Movement.....	18
2.11 Land Ownership .....	19
2.12 Stakeholder Consultation .....	20
3.0 DESIGN PRINCIPLES .....	23
3.1 Constraints and Opportunities.....	23
3.2 Core Principles .....	24
3.3 Concept Development Process.....	24
3.4 Urban Design Principles .....	25
3.5 Desired Future Character .....	28
4.0 MASTERPLAN .....	29
4.1 A Vision for Newport.....	29
4.2 Open Space .....	30
4.3 Vehicle Movement and Public Parking .....	31
4.4 Vehicular Access and Underground Parking.....	32
4.5 Pedestrian and Cycle Network .....	33
4.6 Land Uses.....	34
4.7 Public Domain Character .....	35
4.8 Landscape Character.....	43
4.9 Built Form .....	45
5.0 DEVELOPMENT CONTROLS .....	47
5.1 Introduction .....	47
5.2 Subdivision and Amalgamation.....	48
5.3 Design of Mixed Use Developments.....	49
5.4 Street Address .....	49
5.5 Building Massing .....	50
5.7 Amenity.....	61
5.8 Proposed Amendments to DCP21 (DRAFT) .....	63
APPENDIX A: COMMUNITY CONSULTATION .....	A.1





## 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

Ku-ring-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 Terramerragal, 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 farmed 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:

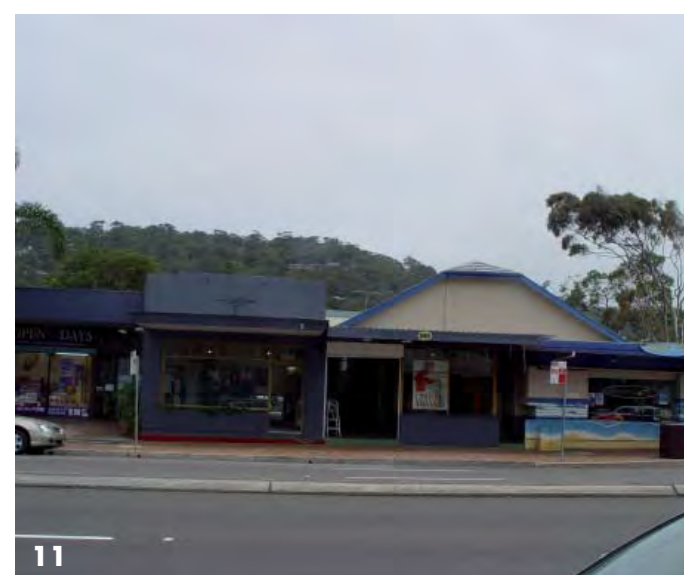
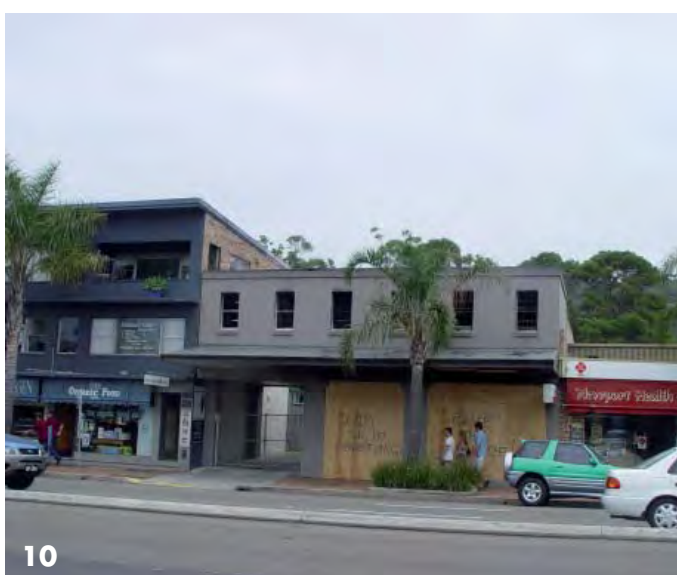
- poor approach experience from the south (photo 1)
- heritage Norfolk Island Pines dominate the skyline, both on approach from the north (photo 42) and from the main street
- vacant sites in the village centre are notable gaps in the streetscape (photos 15-16, 31), as is the fire-affected former gallery / framer (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.

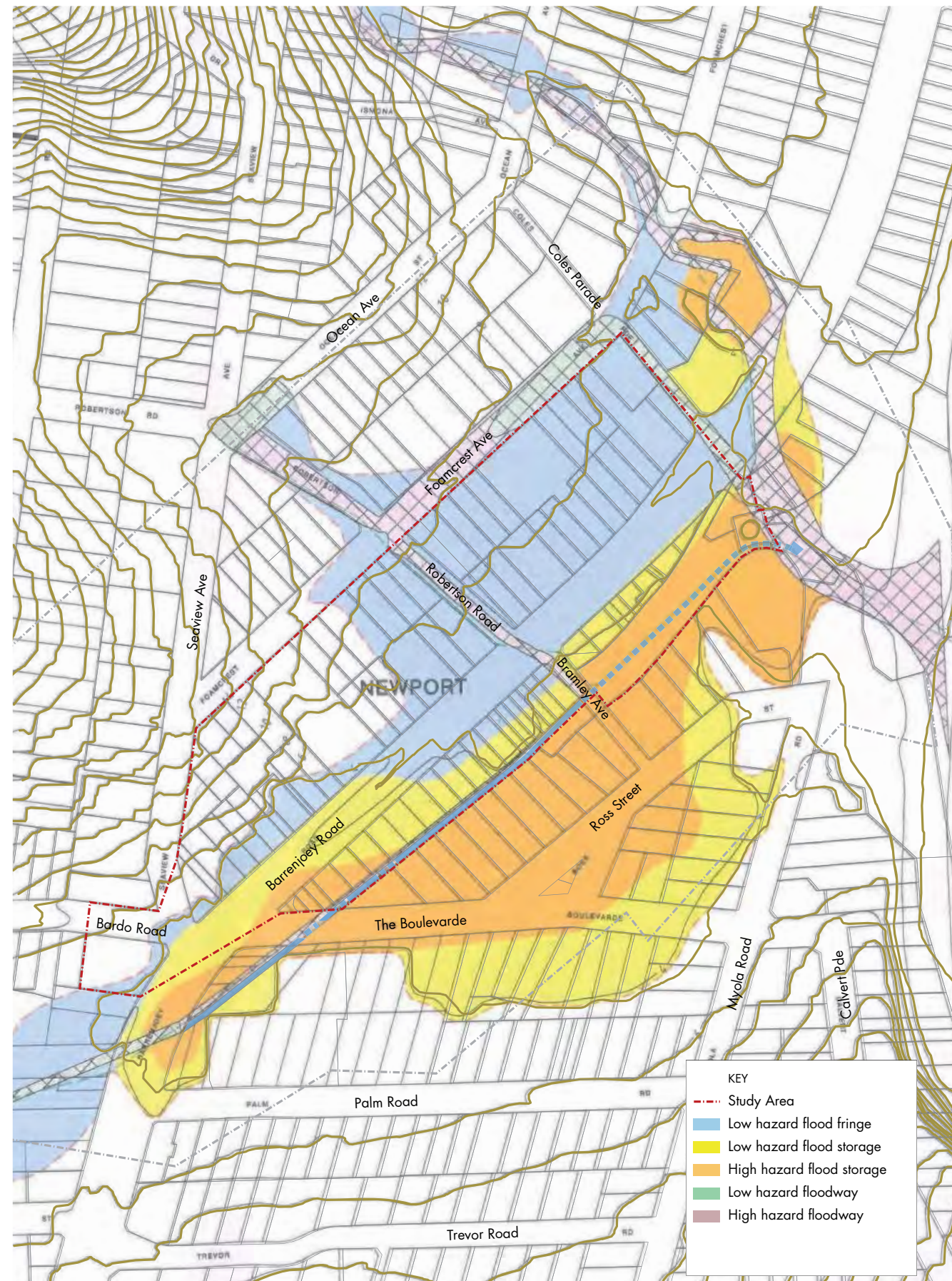
*from the current SES 'Floodsafe' leaflet for Newport*

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 affectation 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.

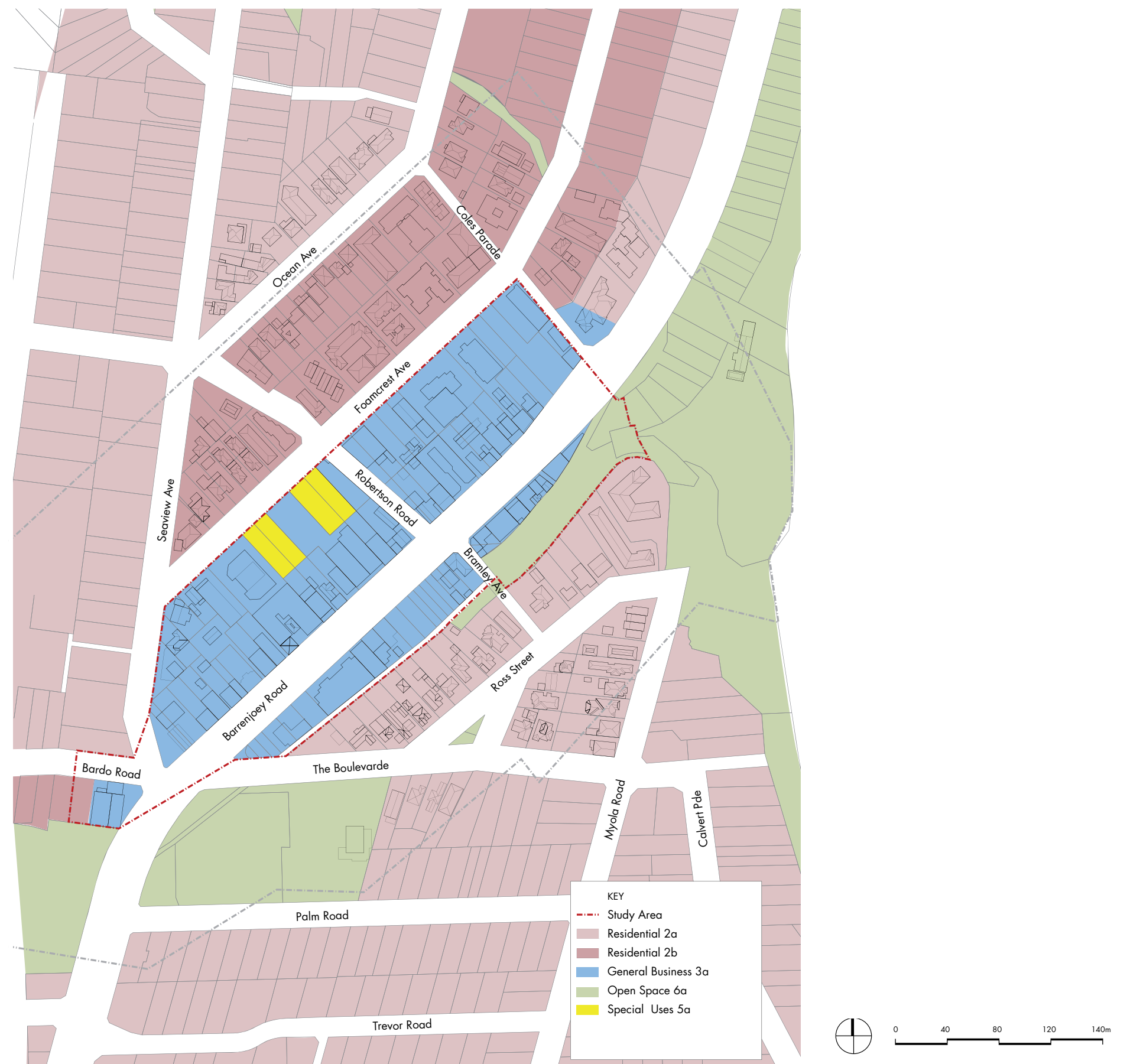


Figure 2.4 Zoning and land uses

## 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

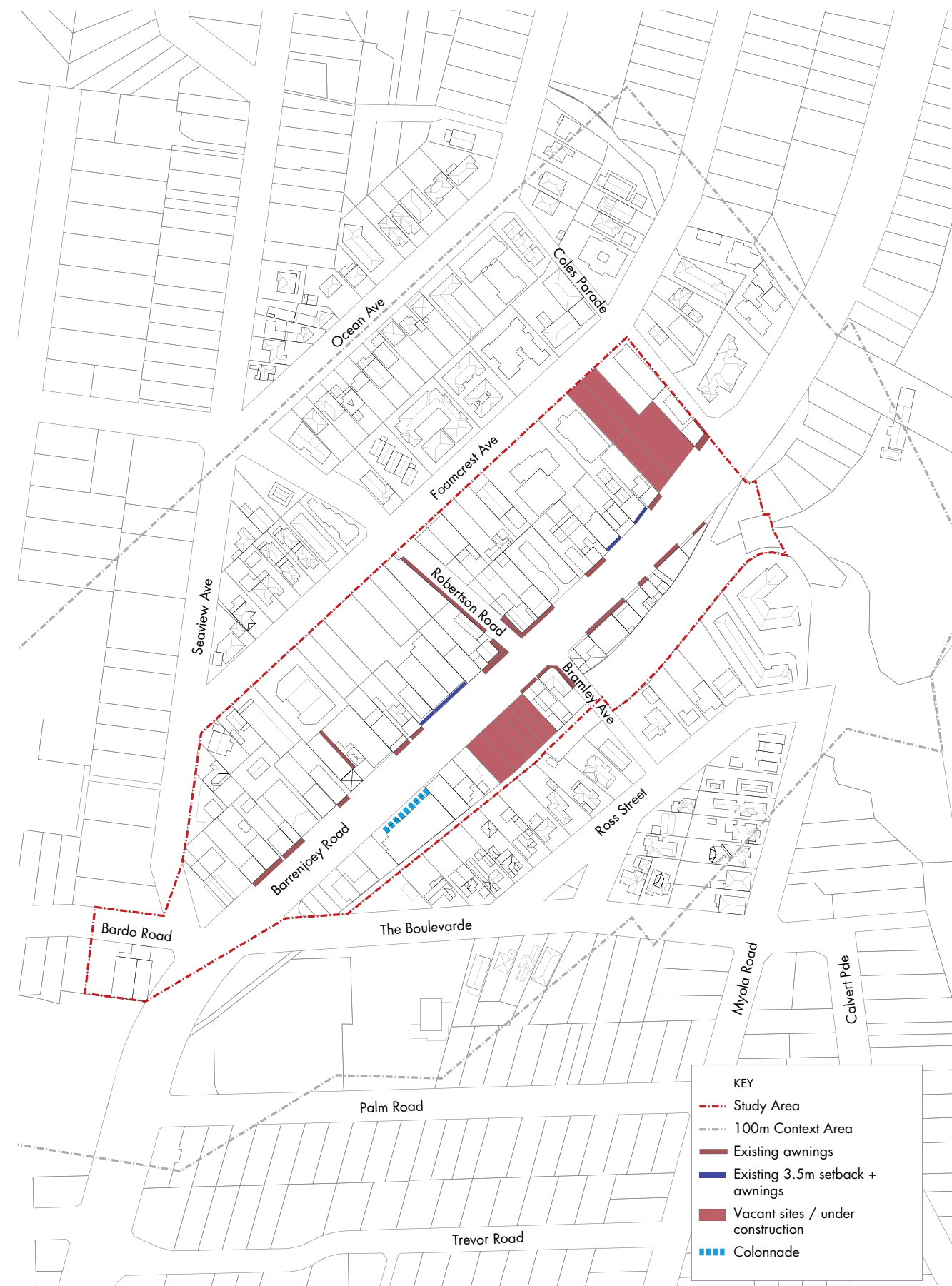
## 2.7 Awnings

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 Bramley 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 RTA 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 SWV 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

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 groups 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

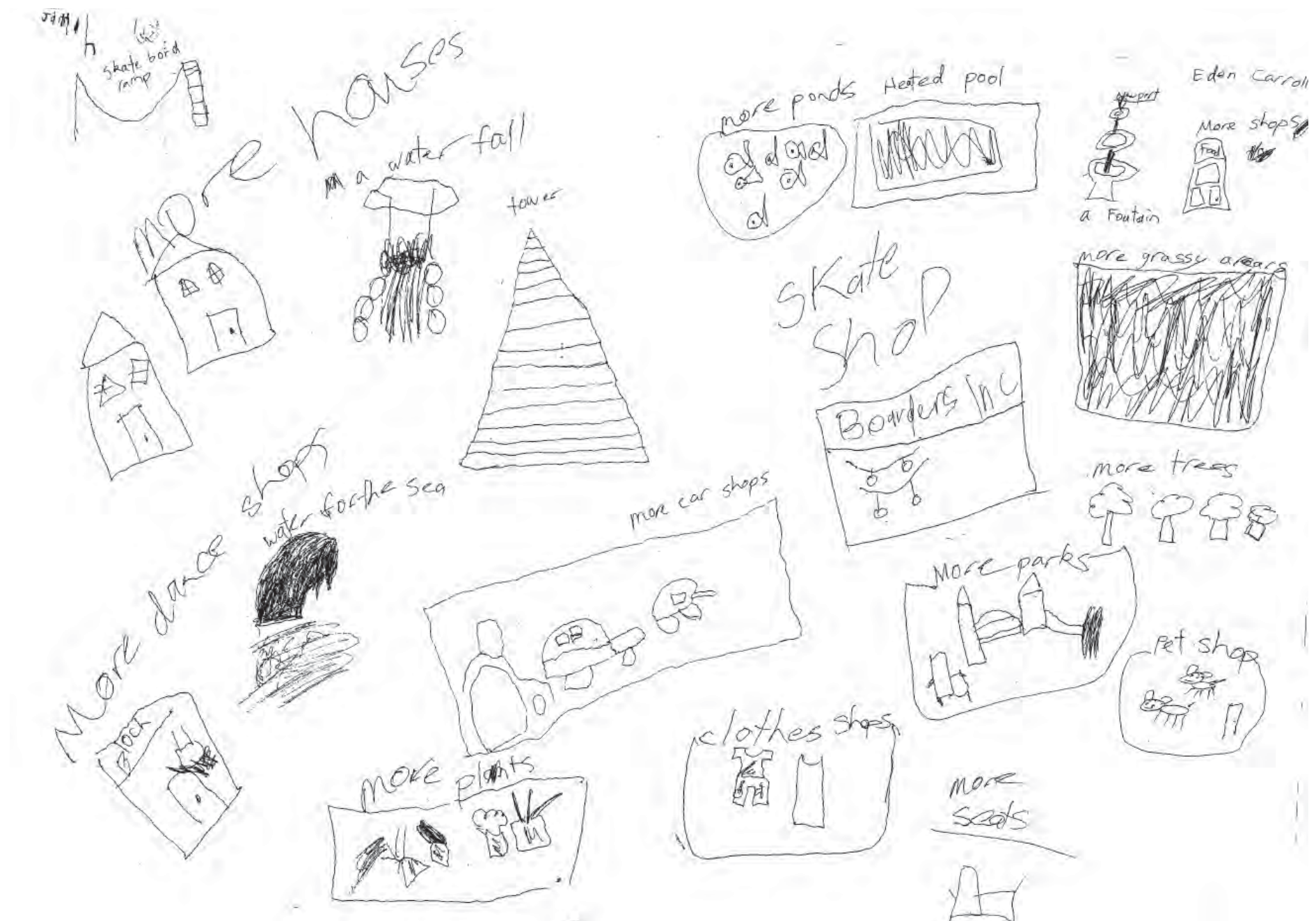
... thriving and unique, with a real village feel to the centre and more beach access.

... 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 Boulevarde, 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	<ul style="list-style-type: none"><li>• to create a village ‘heart’, edged by active uses</li><li>• to consolidate the existing pedestrian focus on Robertson Road, effectively creating more frontage</li><li>• to take advantage of the northern orientation for sun access</li><li>• 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</li></ul>
Retain the urban pattern of arcades on the west side of Barrenjoey Road	<ul style="list-style-type: none"><li>• to support the existing / desired informal streetscape quality</li><li>• to allow access into shops and to residential component of mixed use buildings (considering the flood conditions)</li></ul>

PRELIMINARY PROPOSALS	RATIONALE
Create a new north-south shared access through the middle of the block between Barrenjoey Road and Foamcrest Avenue	<ul style="list-style-type: none"><li>• 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</li><li>• to allow vehicle access to the rear of commercial properties</li><li>• to provide a potential additional frontage to ground floor commercial uses on Foamcrest Avenue</li><li>• to create a generous, green corridor that enhances the open space network</li><li>• to connect with arcades / pedestrian links from Barrenjoey Road</li><li>• to provide alternative access to the residential component of buildings on Barrenjoey Road</li></ul>
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	<ul style="list-style-type: none"><li>• to investigate whether there are alternative uses for the site</li><li>• to formalise a public rear lane serving the Barrenjoey Road properties</li></ul>
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	<ul style="list-style-type: none"><li>• To effectively extend the public domain, maintaining a generous and accessible paved area that can support outdoor dining and other active uses</li><li>• To provide horizontal (as well as vertical) separation for any residential component of the buildings from the traffic impacts on Barrenjoey Road</li><li>• 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)</li></ul>



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	<ul style="list-style-type: none"><li>• To enable people to live as well as work in Newport Village</li><li>• To support the viability / development potential of new building, including providing underground parking</li><li>• To intensify the mix and diversity of the centre while maintaining a pedestrian scale to the street</li></ul>

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:*

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

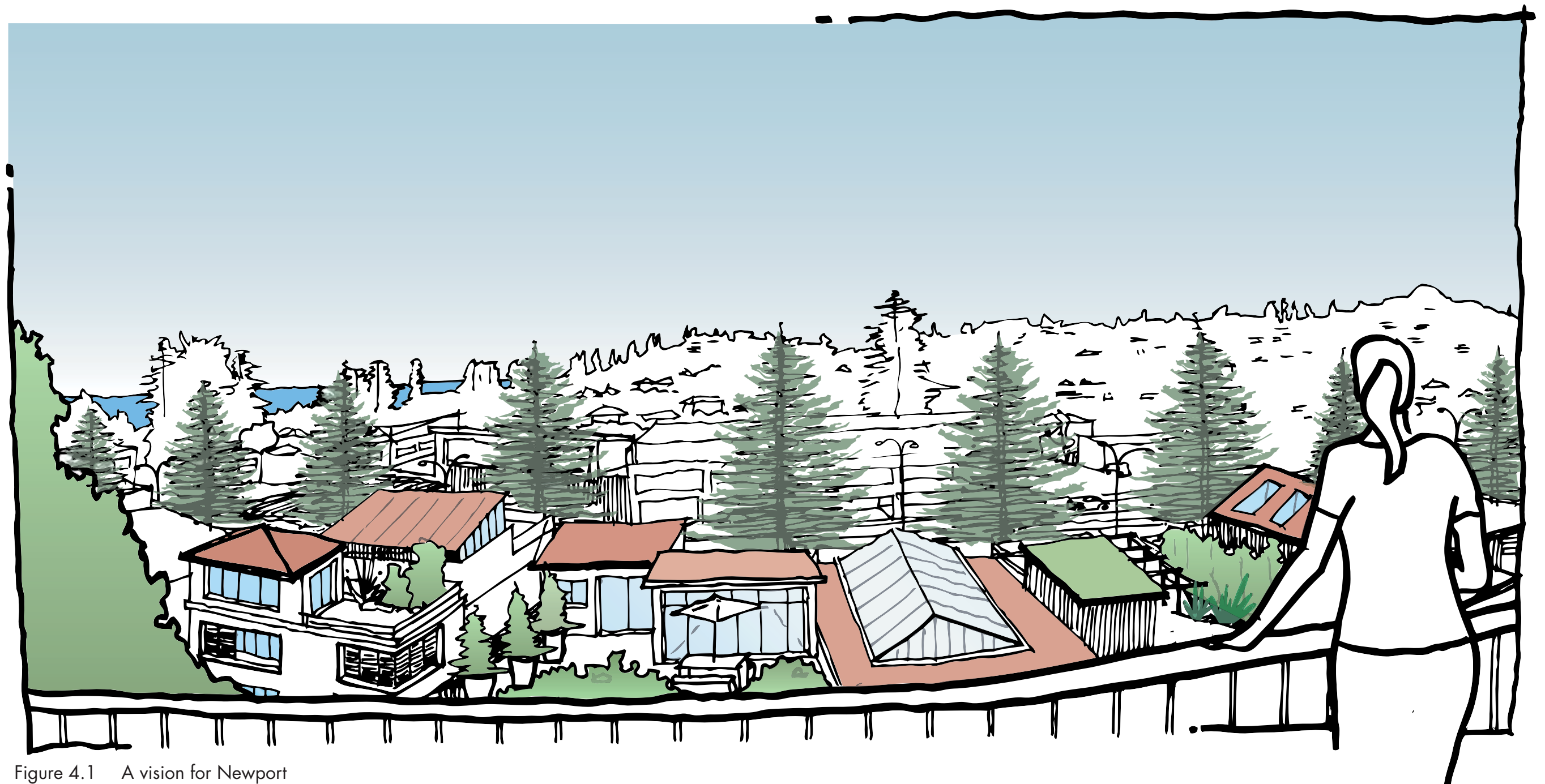


Figure 4.1 A vision for Newport



# 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.

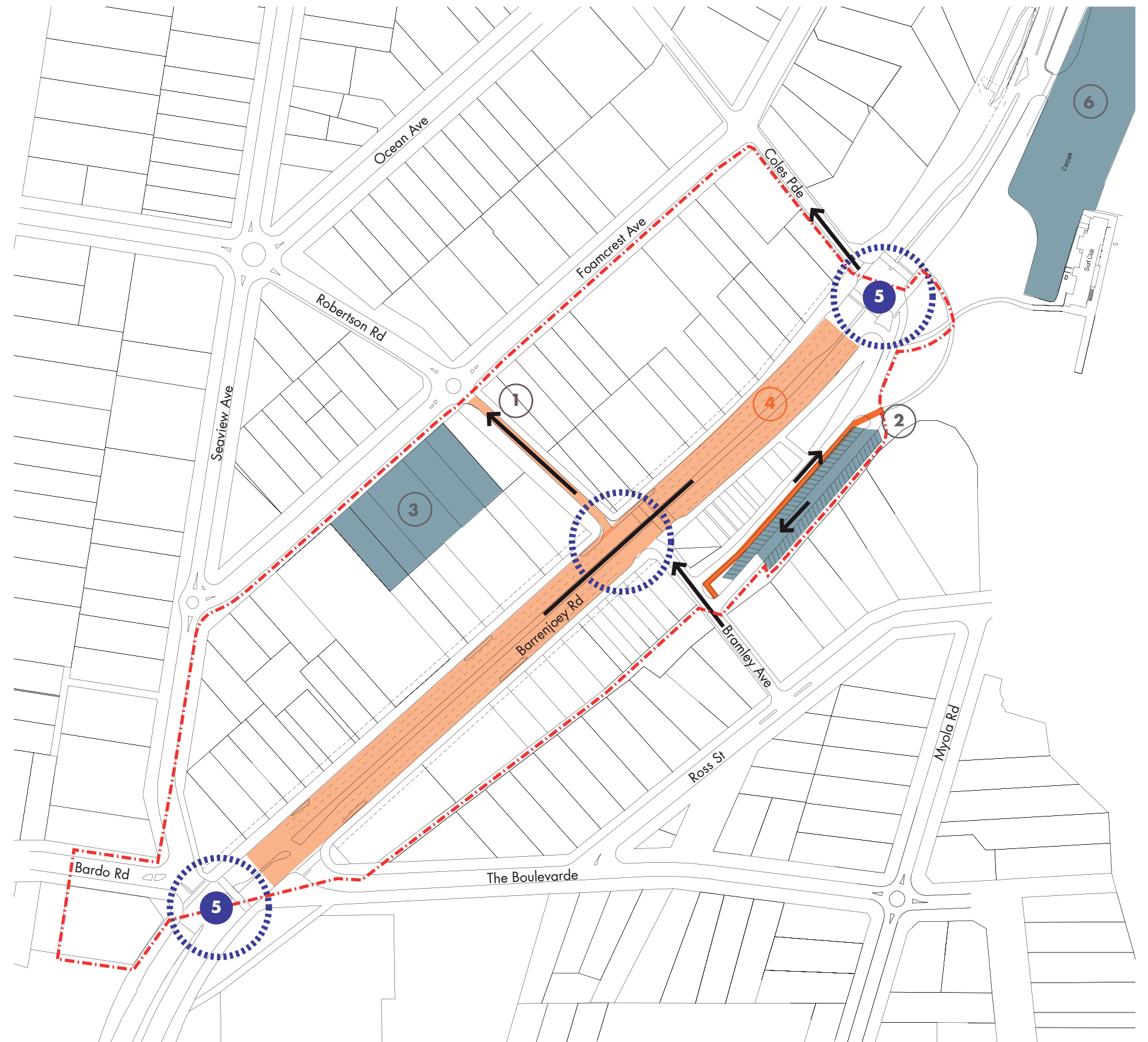


Figure 4.3 Vehicle movement and public parking

# 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

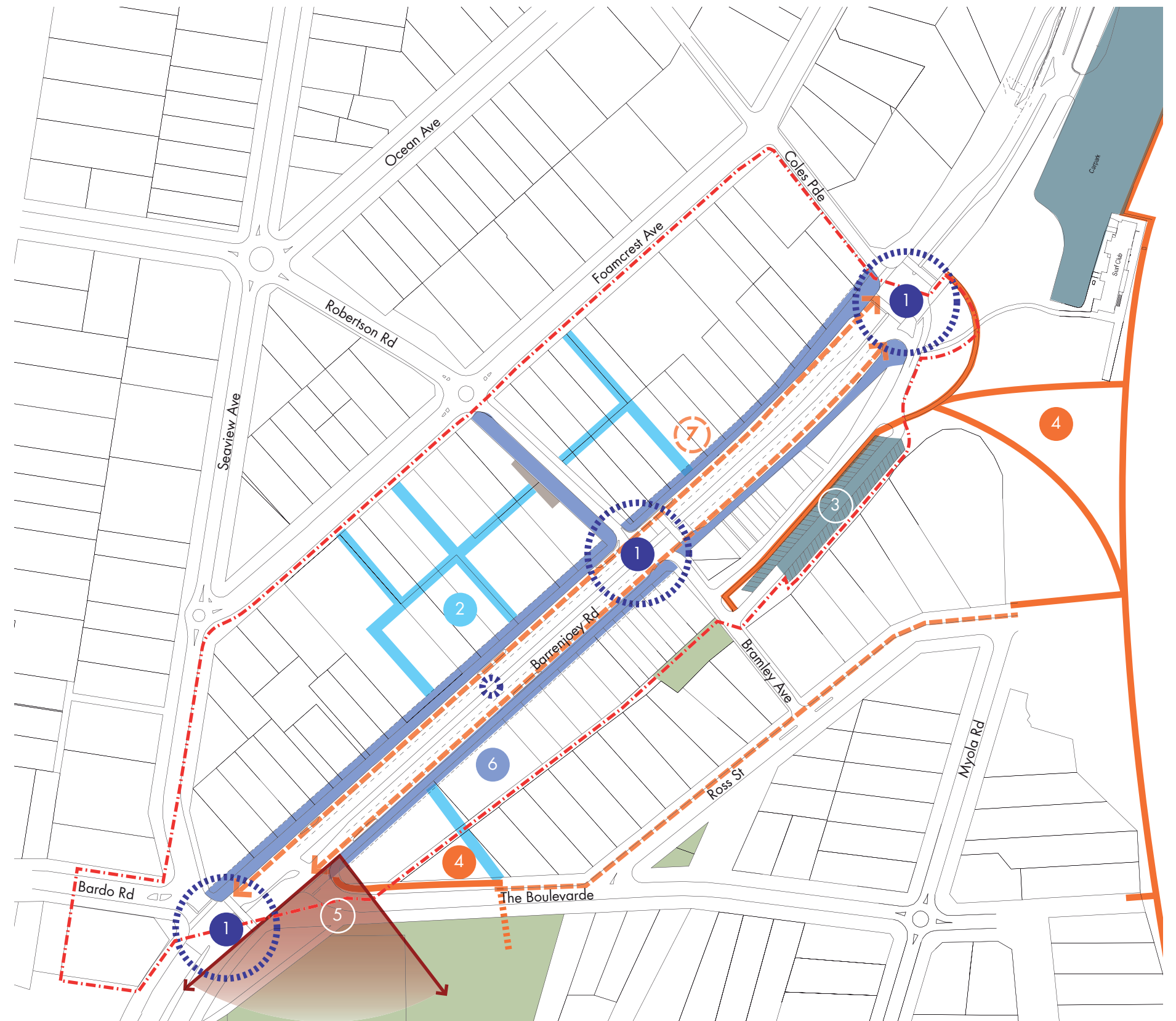


Figure 4.5 Pedestrian and cycle network

# 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 Bramley 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.

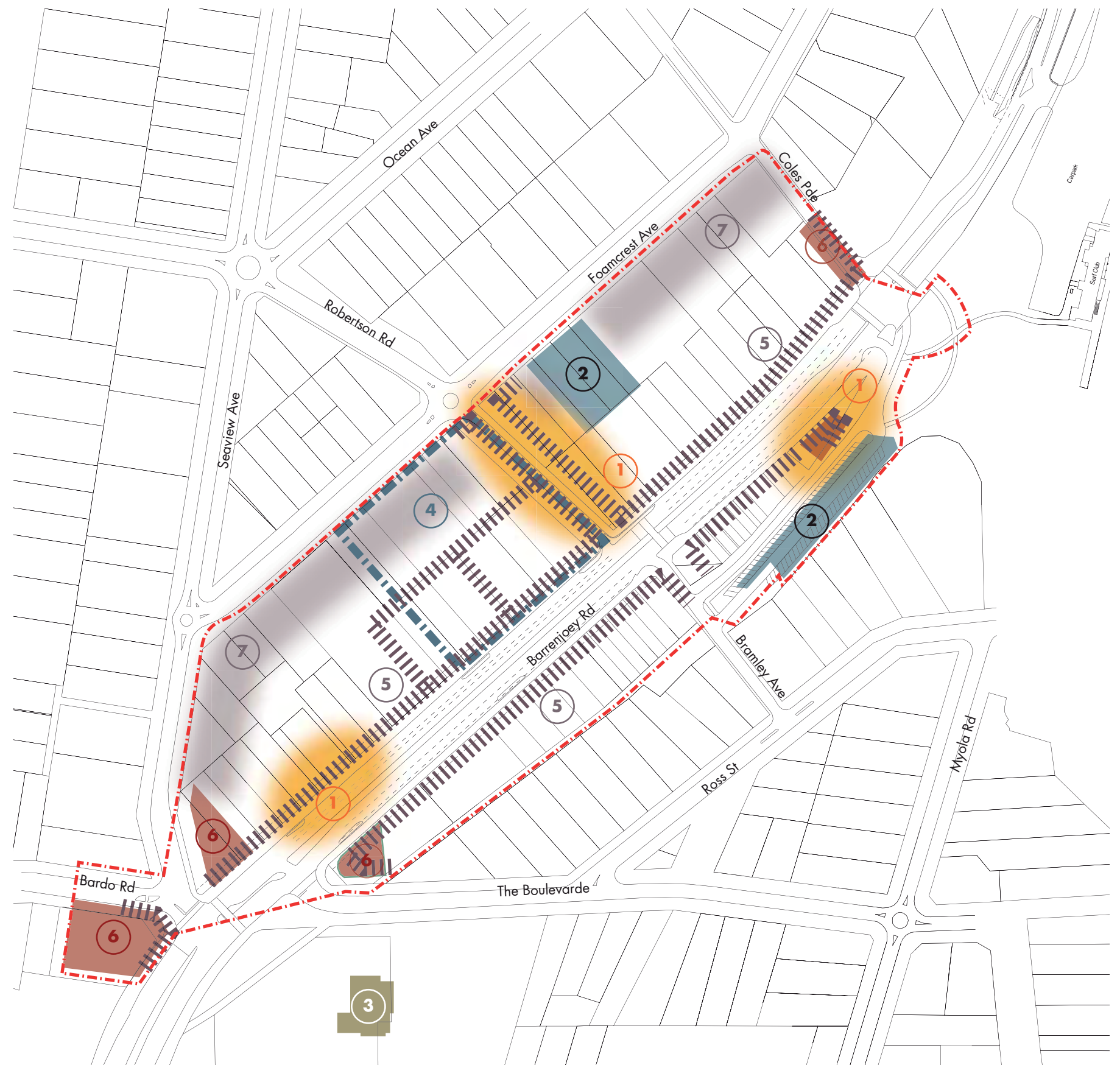


Figure 4.6 Land uses



## 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

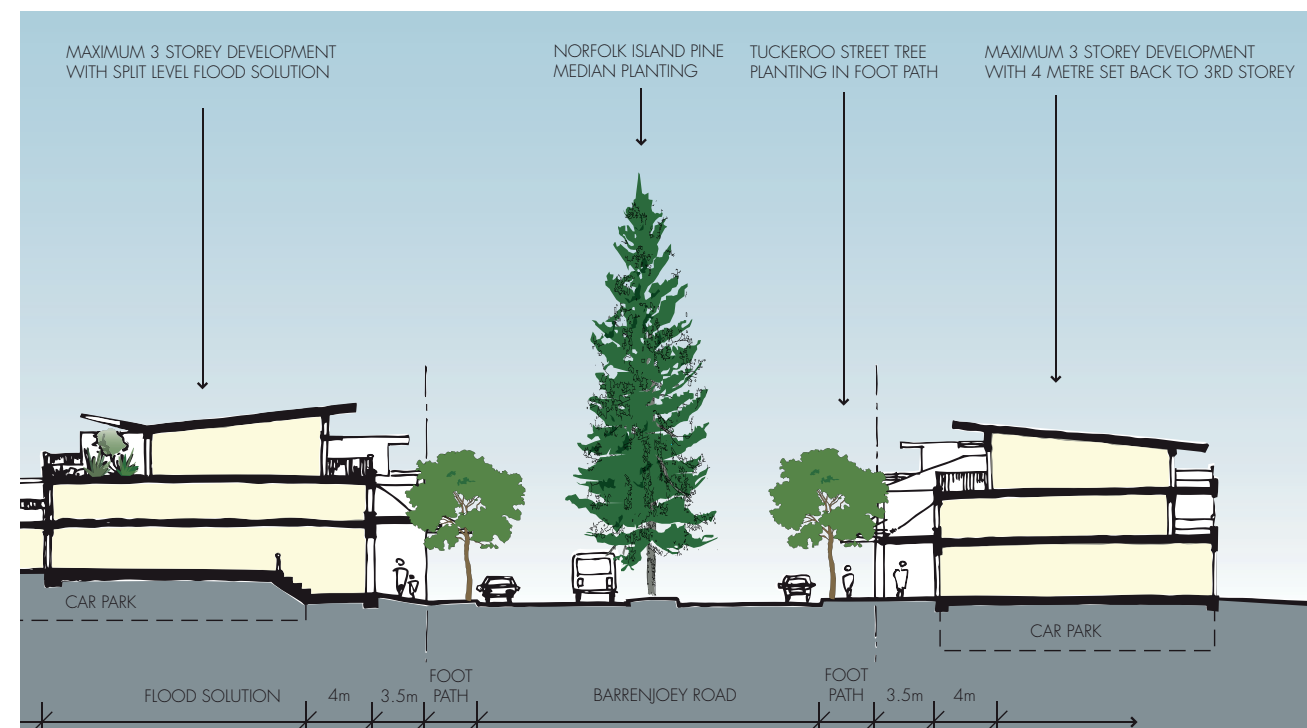


Figure 4.7.1.2 Section through Barrenjoey Road between Seaview Avenue and Robertson Road

# 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.

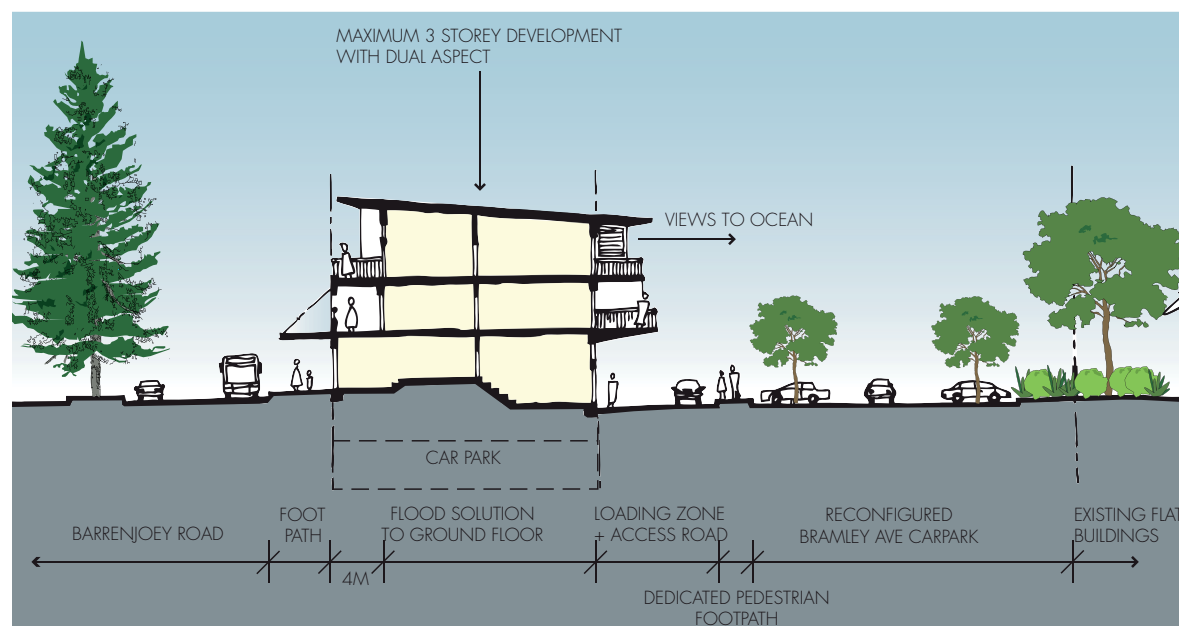


Figure 4.7.1.4 Barrenjoey Road northern entry, looking north



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.

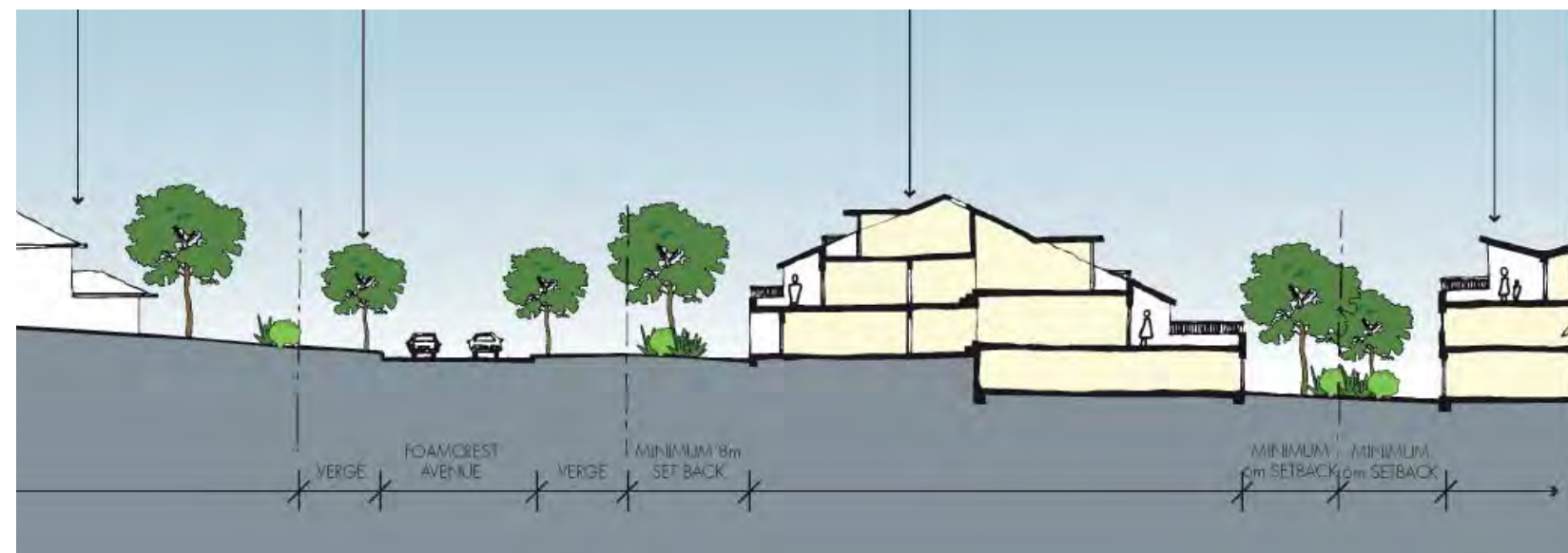


Figure 4.7.1.6 Southern part of Foamcrest Avenue, looking north



# 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.

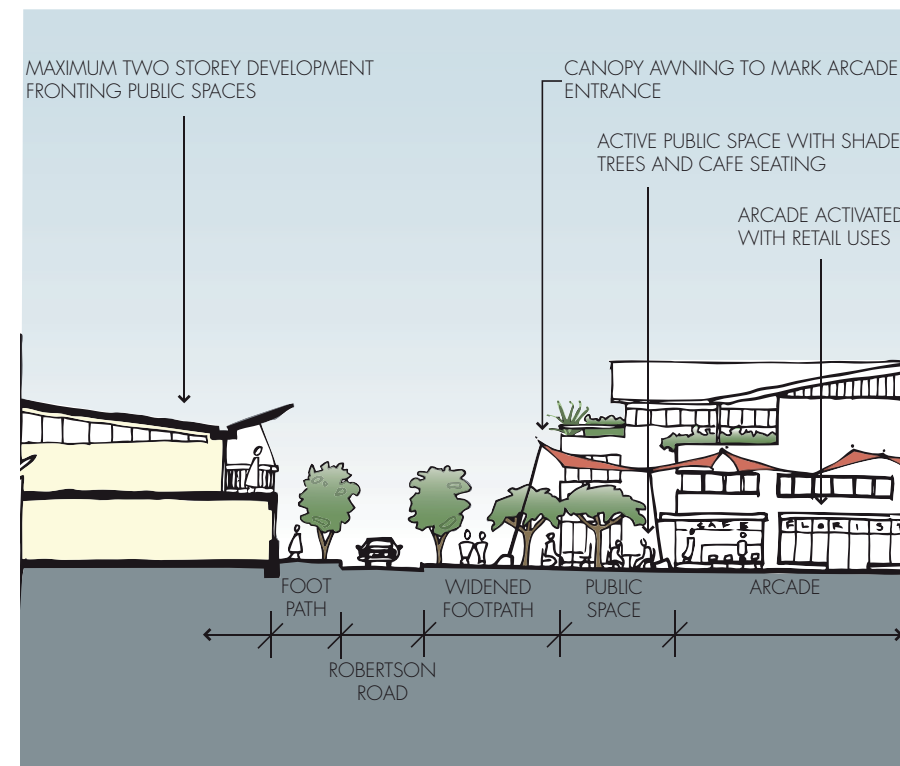


Figure 4.7.3.1 Section through arcade adjacent to Robertson Road





# 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



Shadecloth 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 quinquervia*) 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 (*Lagerströemia 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



Robertson Road – Crepe Myrtle (*Lagerströemia indica*)



Local streets: Australian coastal rainforest trees:–  
Tulipwood (*Harpullia pendula*)  
Beach bird's eye (*Alectryon coriaceous*)  
Hairy bird's eye (*Alectryon tomentosus*)  
Paperbark (*melaleuca quinquinervia*)



## 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.

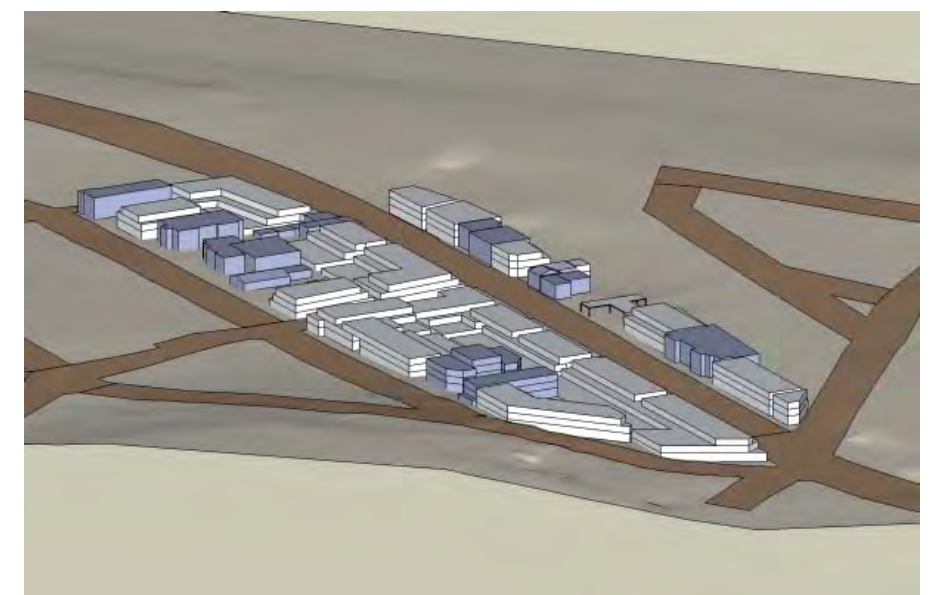
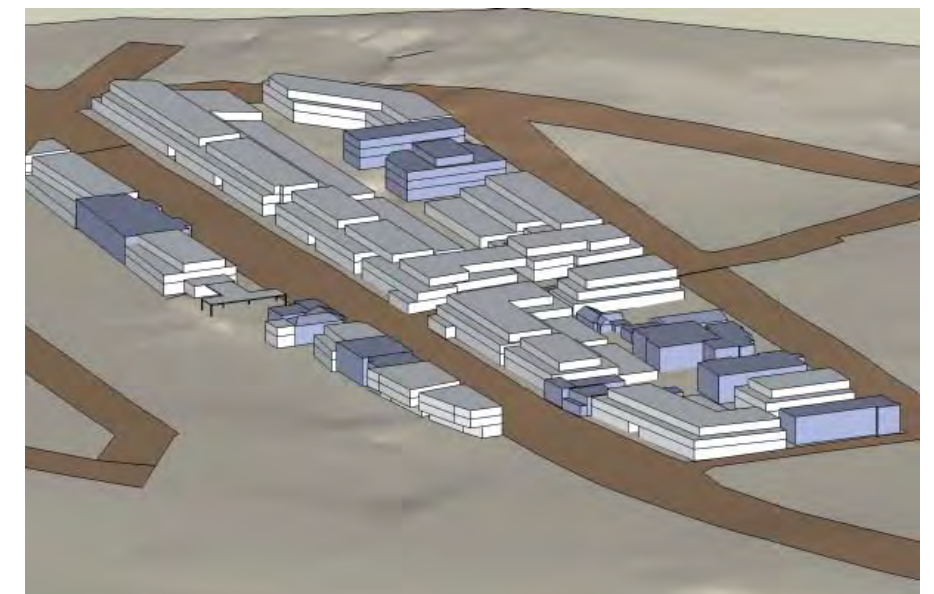


Figure 4.9.2 Indicative 3D modelling showing building zones/envelopes



## 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

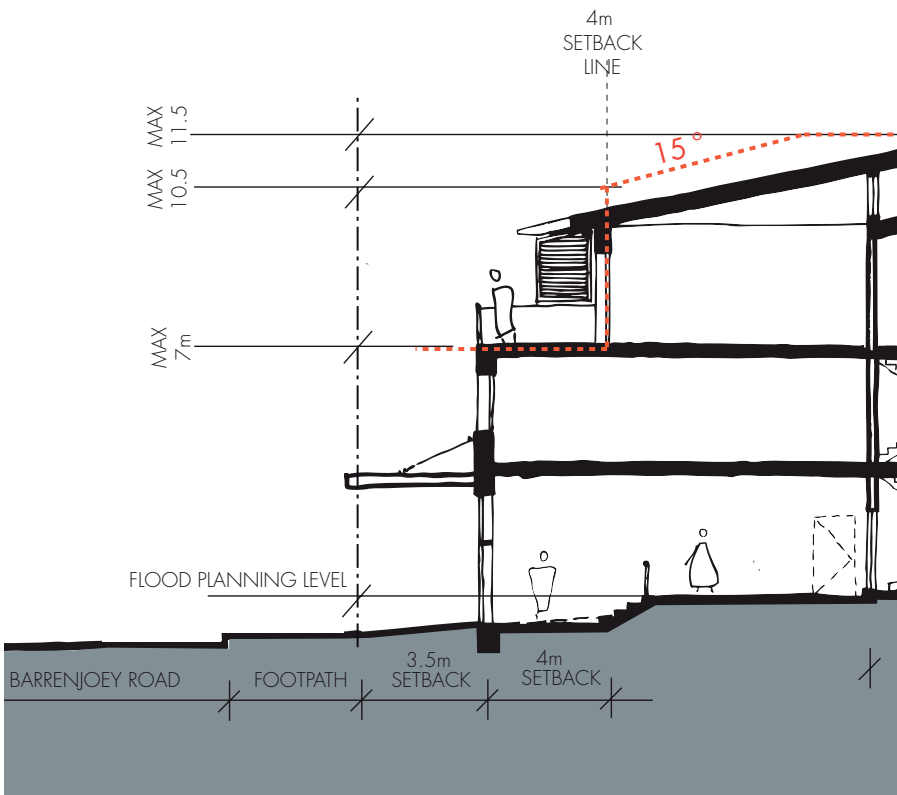


Figure 5.5.1 Barrenjoey Road height and setback controls in relation to flood planning level



- 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
- Restrict overall height to 2 storeys and 8.5 metres above the flood planning level on the east side of Robertson Road opposite the proposed public plaza.
- Refer to the height map and to the sectional drawings below.

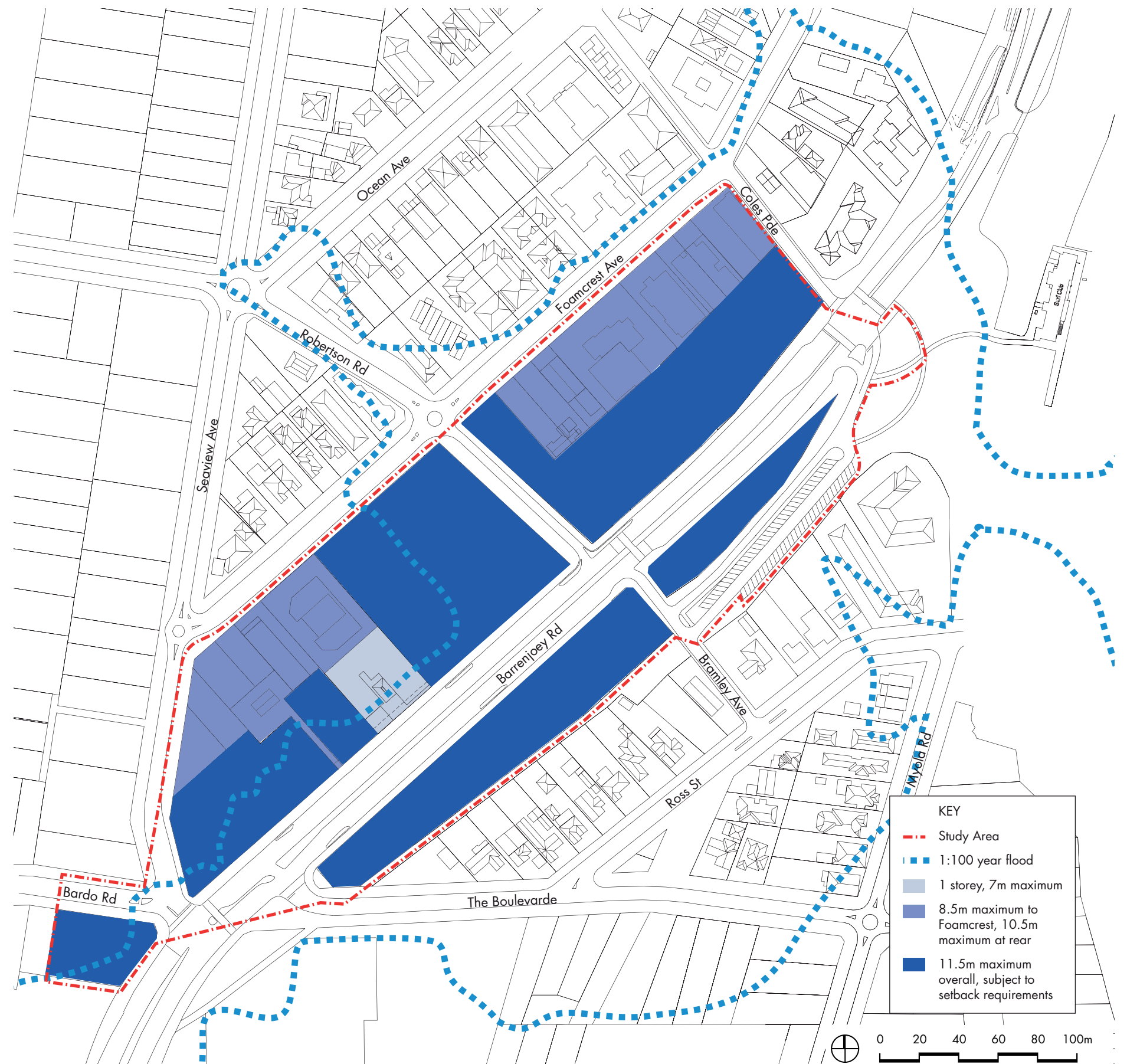


Figure 5.5.2 Height



# Development Controls

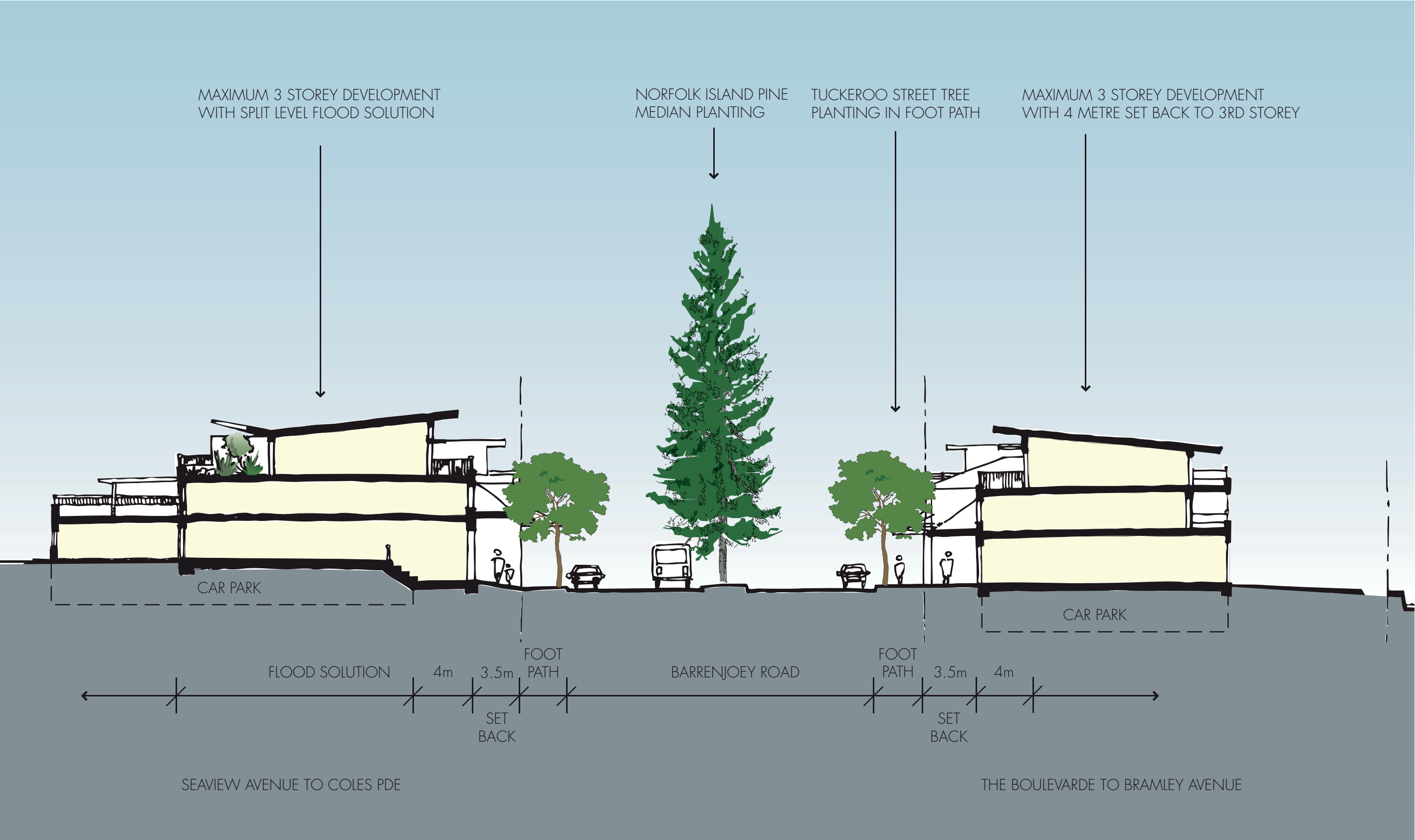


Figure 5.5.3 Barrenjoey Road storeys and setback controls

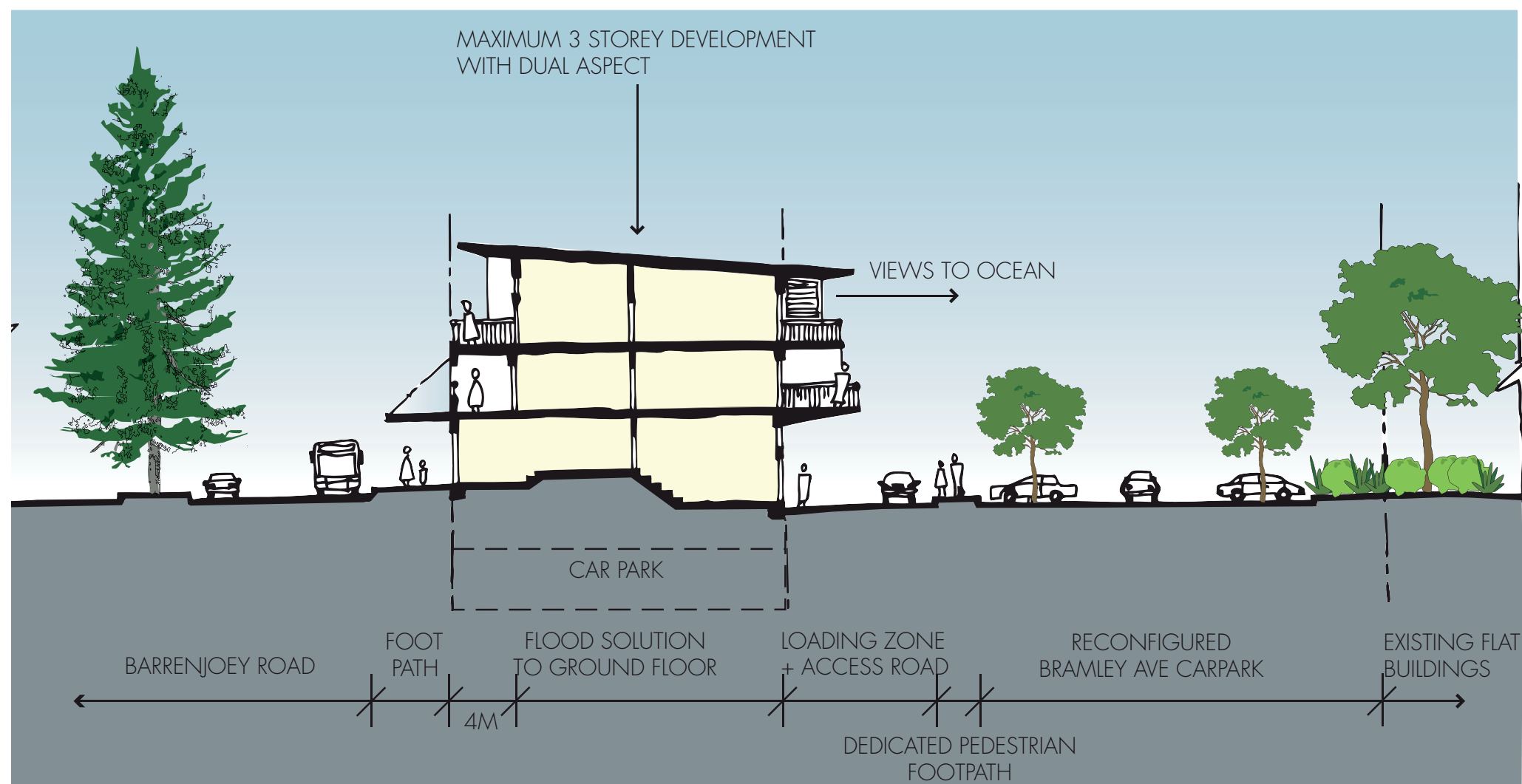


Figure 5.5.4 Nos. 358-386 Barrenjoey Road storeys and setback controls (north of Bramley Avenue only)



# Development Controls

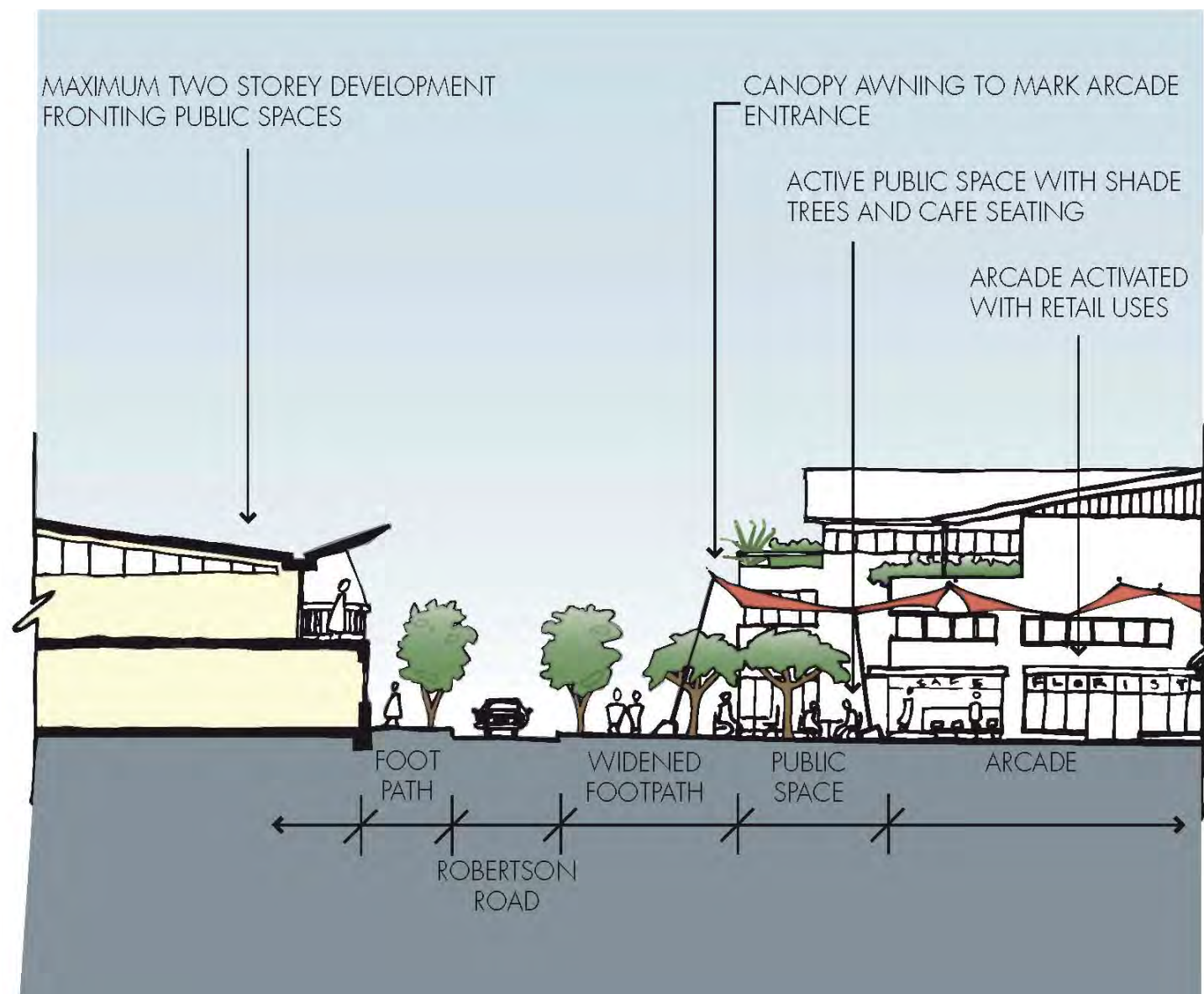


Figure 5.5.5 Robertson Road: storeys on north side opposite public plaza

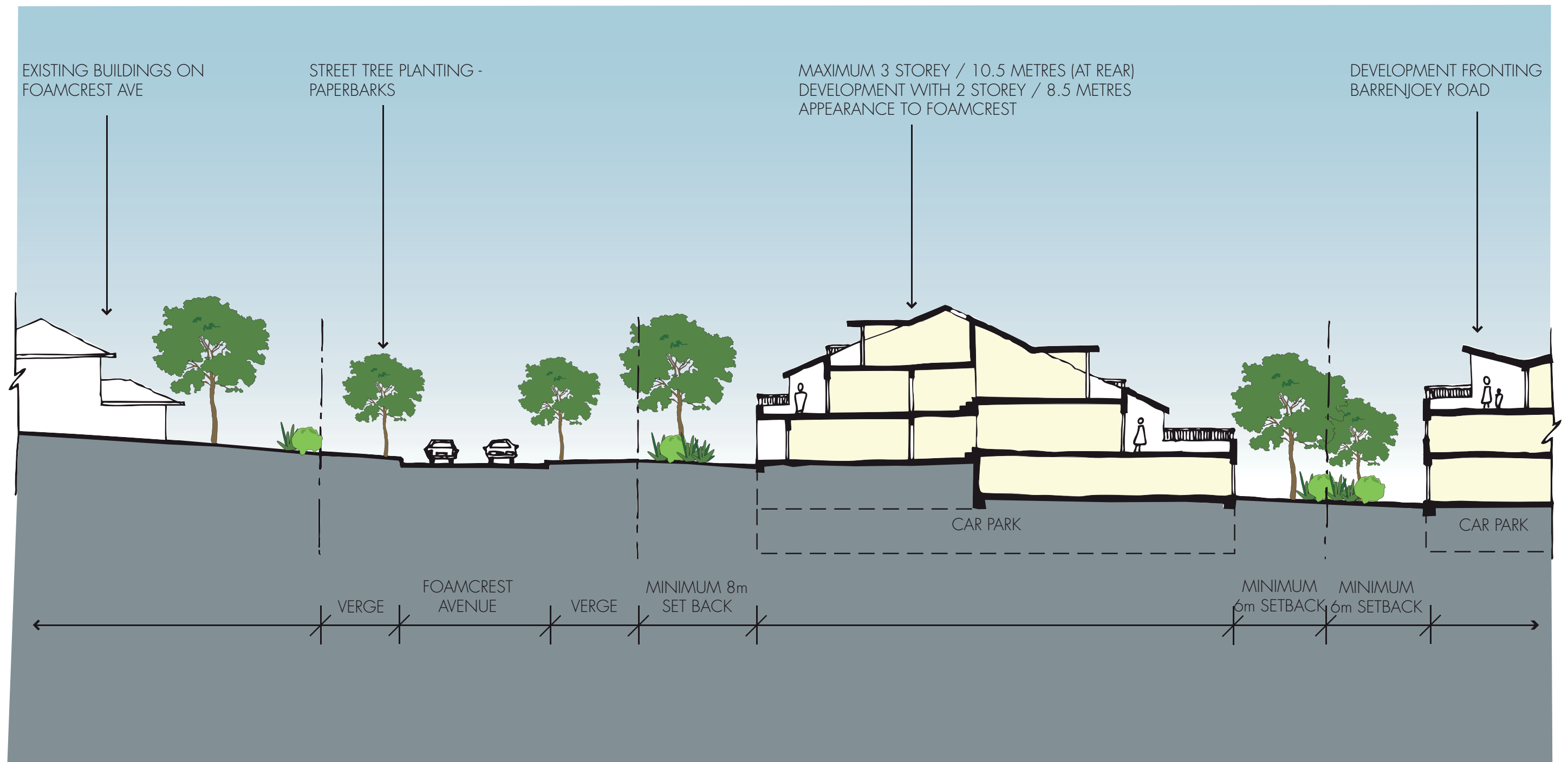


Figure 5.5.6 Foamcrest Avenue excluding the car park precinct: two storey appearance to Foamcrest; 3 storeys achievable at the rear



# 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))

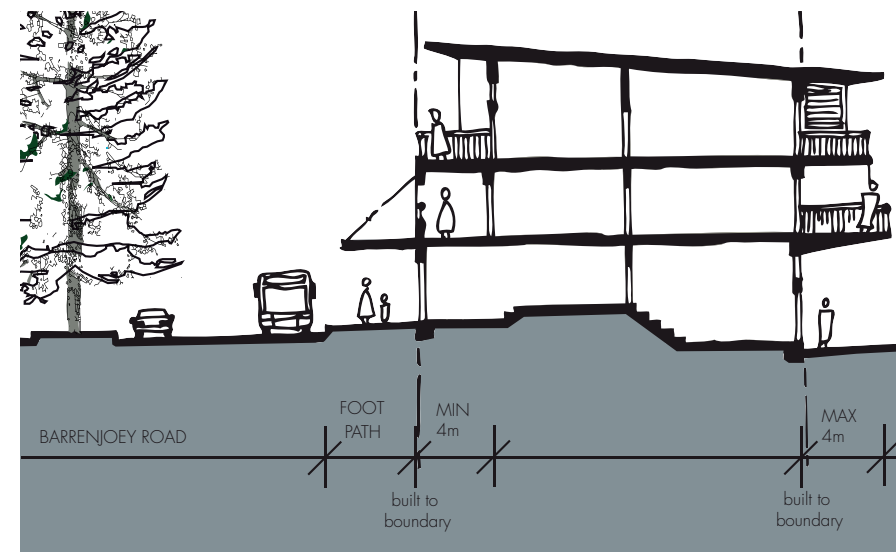


Figure 5.5.7 Barrenjoey Road: zero front setback.

- 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

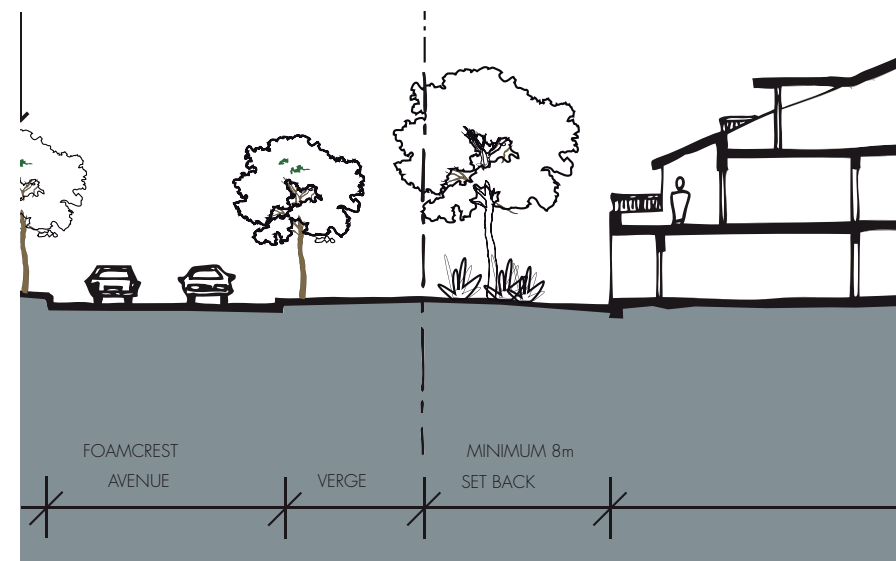


Figure 5.5.8 Foamcrest Avenue: 8m setback

- 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.

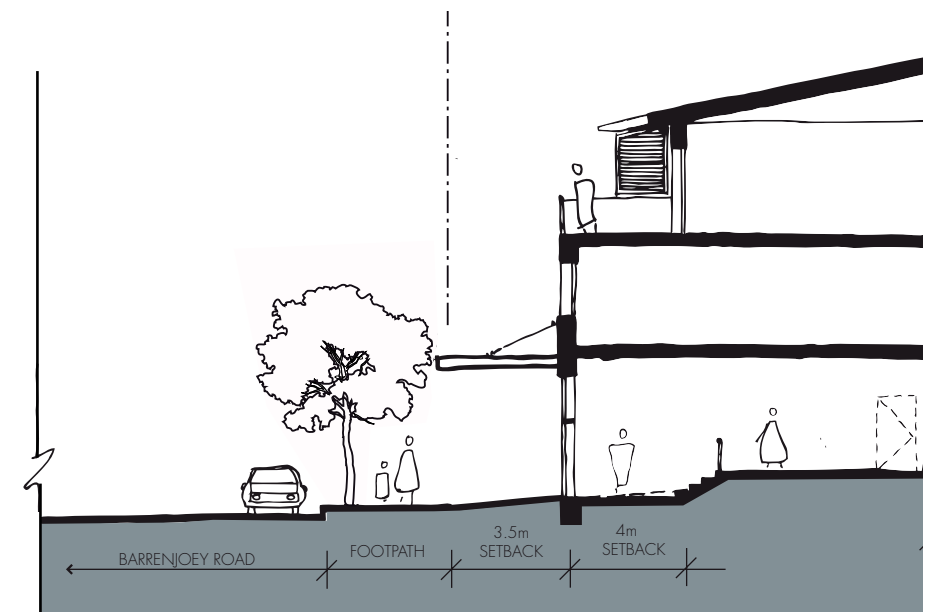


Figure 5.5.9 Barrenjoey Road: Ground and first floor building 3.5m setback building line

- 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)

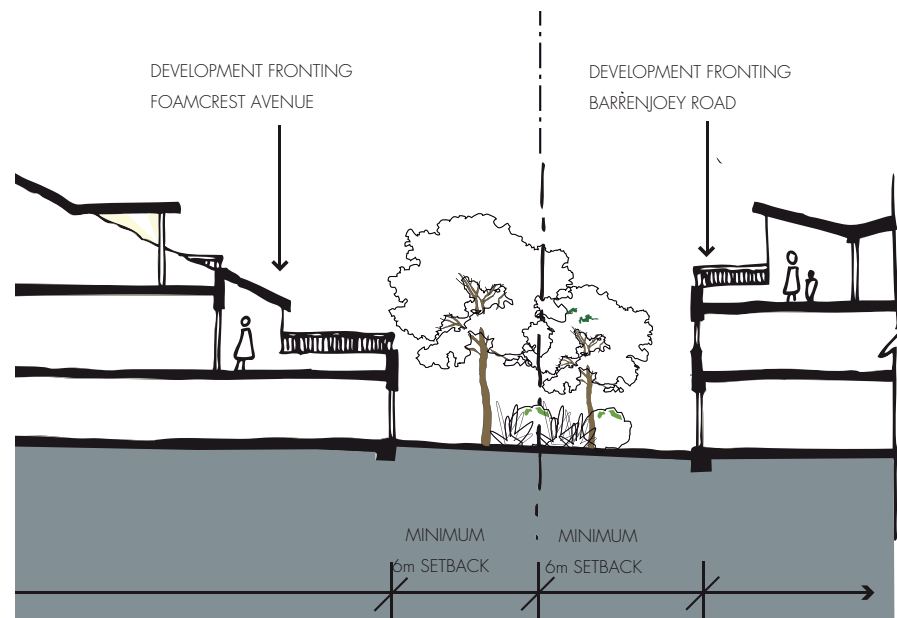


Figure 5.5.10 Barrenjoey Road and Foamcrest Avenue: Rear setbacks

## 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

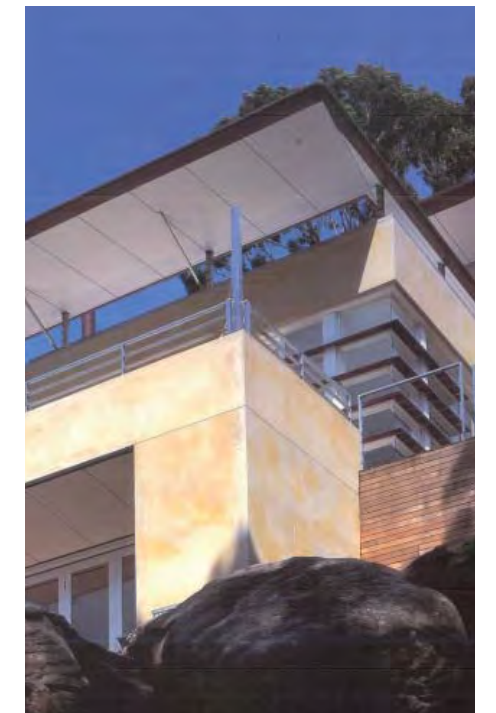
- Ensure that new development contributes positively to the streetscape
- Enable contemporary architectural interpretation of the desirable elements that characterise the area
- Add interest and variety to the skyline
- Optimise views over and through buildings, particularly towards the ocean and the 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)::

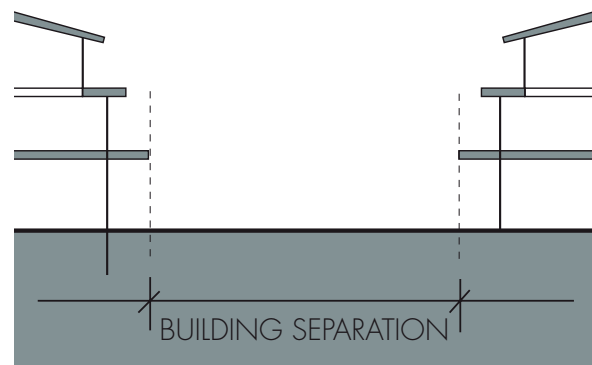


Figure 5.5.3 Building separation

- 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

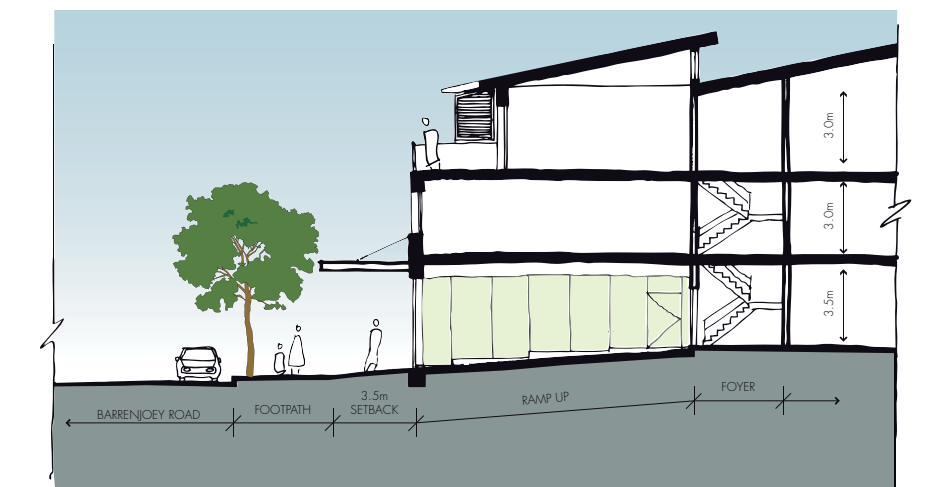
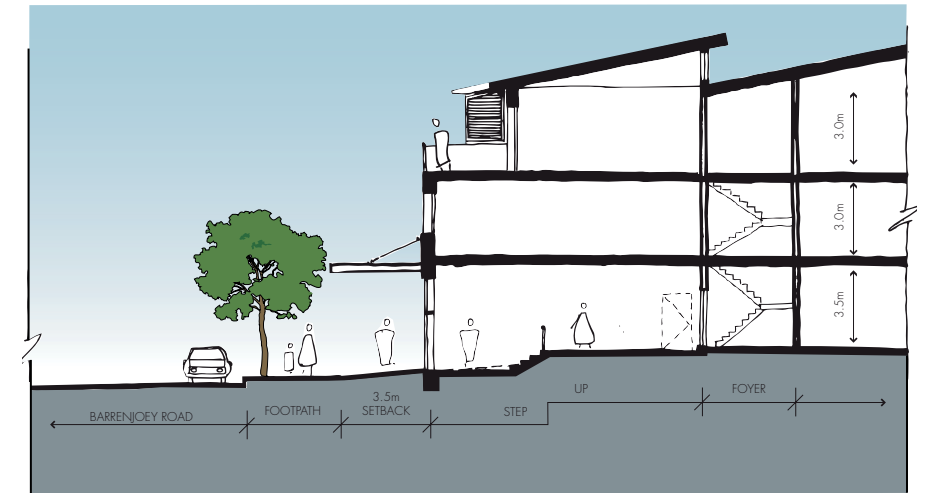


Figure 5.5.5 Flood solutions: the ground floor has two levels; the upper level can be accessed from within the shop (above) or from a ramped entry (below)

## 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

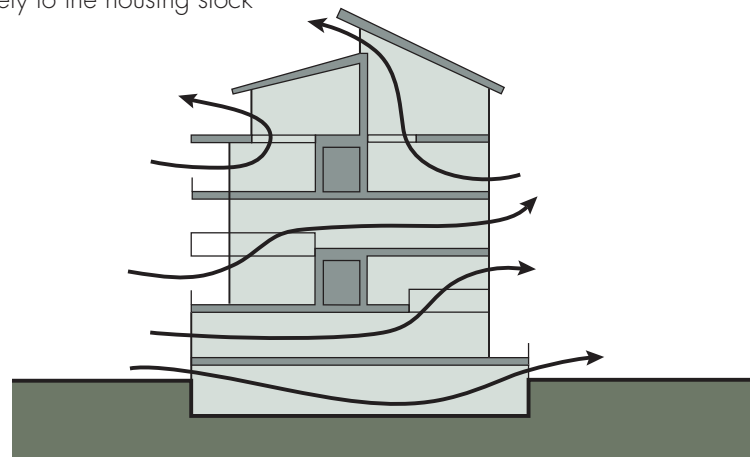
### 5.6.2 Daylighting, solar access and ventilation

#### 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

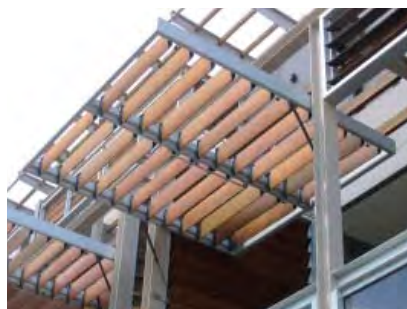


# Development Controls

## 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

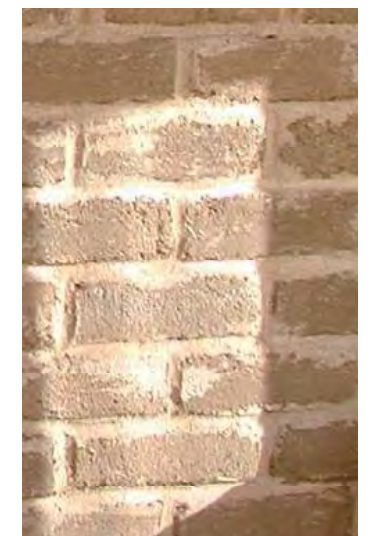
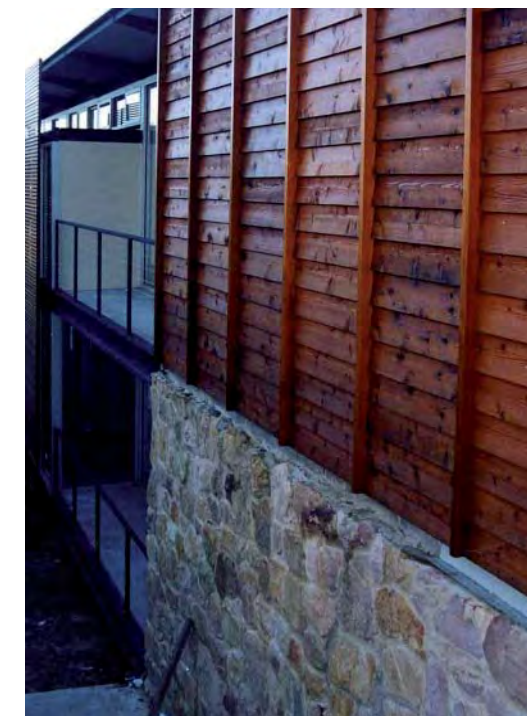


Lightweight materials including timber, steel and glass are preferred over heavy structures.

## 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 framed 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, louvres, 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 10m<sup>2</sup> 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 21O. (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 <i>(Unless noted otherwise, change applies to Newport Village only)</i>
<b>B6 ACCESS AND PARKING</b>			
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 <i>(Unless noted otherwise, change applies to Newport Village only)</i>
<b>C1 DESIGN CRITERIA FOR RESIDENTIAL DEVELOPMENT</b>			
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 10m2 to the requirement for 2.4m minimum dimension for private open space for shoptop 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>
<b>C2 DESIGN CRITERIA FOR BUSINESS DEVELOPMENT</b>			
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 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
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>
<b>D10 NEWPORT LOCALITY</b>			
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 <u>all three</u> 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

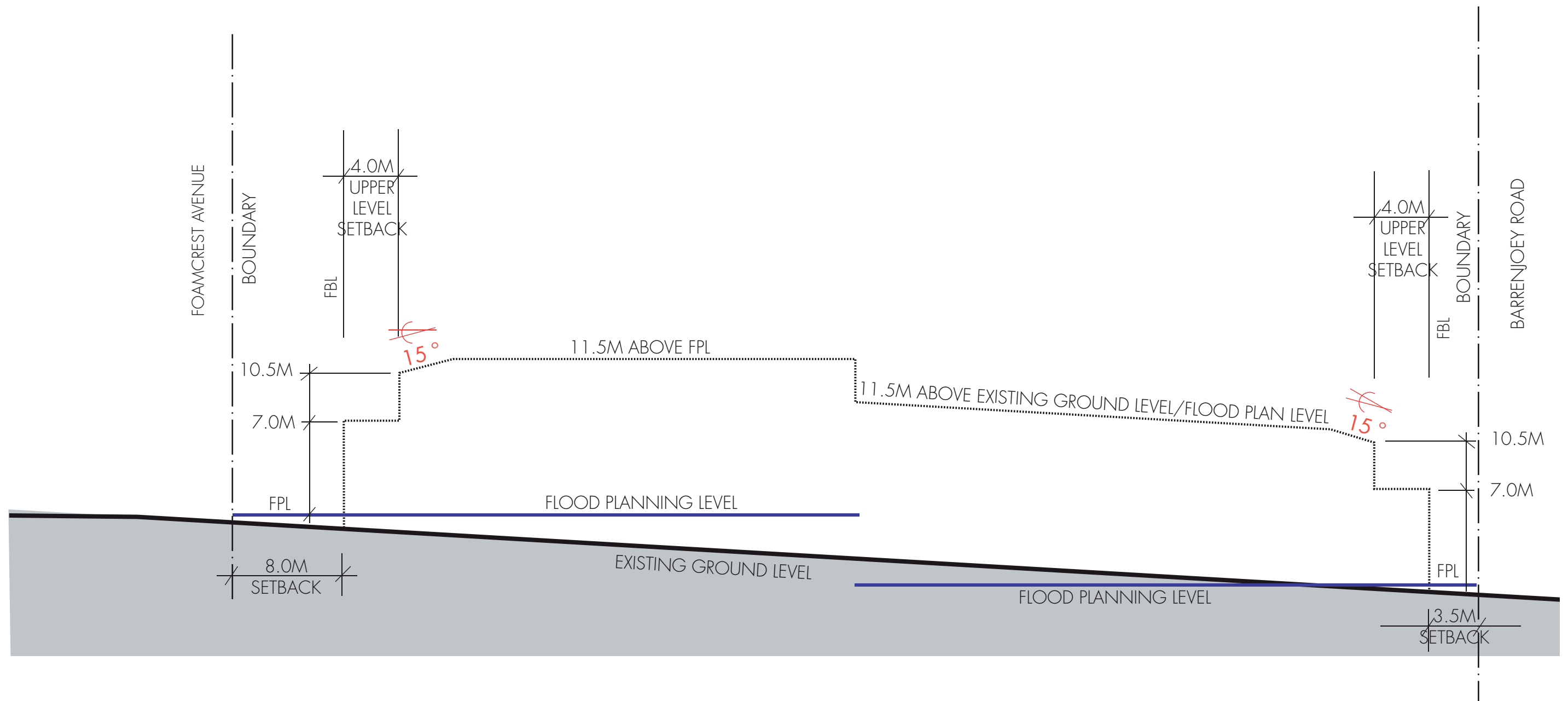


Figure 5.8 Height and setback (envelope) controls - 'Car park precinct'



# 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	<p>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></p> <p>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</p> <p>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.</p>
D 10.6	Front Building Line	<p>(1) Minimum front setback on Barrenjoey Road is 3.5 metres.</p> <p>(2) Minimum front setback on Foamcrest and Seaview Avenues is 6.5 metres.</p> <p>Variation permitted where certain "circumstances" apply.</p> <p>(3) No front setback required on Robertson Road</p> <p>(4) No upper level front setbacks required</p>	<p>(1) No front setback requirement on the east side of Barrenjoey Road north of Bramley Avenue</p> <p>(2) Increase minimum front setback on Foamcrest and Seaview Avenues to 8.0 metres.</p> <p>Eliminate following "circumstances" as grounds for variation:</p> <ul style="list-style-type: none"><li>• Considering established building lines</li><li>• Degree of cut and fill</li></ul> <p>(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.</p> <p>(4) On all street frontages, third (topmost) level is to be set back minimum 4.0m from Front Building Line.</p> <p>Roof overhangs/eaves may project into the third level setback zone up to 1.0m if solid, 2.5m if transparent</p>

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	<p>(1) For sites adjoining land zoned Residential or Open Space, minimum 3.0 metres setback to both side and rear boundaries</p> <p>(2)+(3) For sites adjoining land zoned other than Residential or Open Space, no side or rear setback required</p>	<p>(1) Delete reference to rear setback <i>(now covered below)</i></p> <p>(2) Side setback: for 3<sup>rd</sup> storey, minimum 3.0 metre side setback required <i>(all lots)</i></p> <p>(3) Rear setback:</p> <ul style="list-style-type: none"><li>• For lots east of Barrenjoey Road and north of Bramley avenue: none</li><li>• For lots east of Barrenjoey Road and south of Bramley avenue: 3.0m minimum</li><li>• For lots west of Barrenjoey Road: 6.0m minimum (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.)</li></ul>
D10.15	Character of the Public Domain – Newport Commercial Centre	<p>(1) This control applies to "Specified Residential Development" as follows:</p> <p>Dwelling house (new)</p> <p>Dwelling house (alterations and additions)</p> <p>Attached dual occupancy</p> <p>Detached dual occupancy</p> <p>Multi-unit housing</p> <p>Shop-top housing (residential portion only)</p> <p>(2) Controls refer to "Master Plan for Public Domain – Newport"</p>	<p>(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))</p> <p>(2) Change to exact name of masterplan report: "Masterplan for the Newport Centre" (as used in Clause D10.2, p. D,189)</p>