

West Pittwater Community Association

Representing the communities of McCarrs Creek, Elvina Bay, Lovett Bay and Morning Bay
PO Box 289 Church Point NSW 2105
www.wpca.org.au; email: community@wpca.org.au

To: General Manager, Pittwater Council
CC: Mayor and all Councillors

RE: DA No: N0021/13

Alterations and Additions to Pasadena, 1858 Pittwater Road, Church Point

The West Pittwater Community Association (WPCA) has reviewed the proposed DA for the Pasadena and has several objections to the proposal.

At our Annual General Meeting held today, unanimous opposition to the proposal was expressed. In particular, the community stressed that existing car parking capacity at Church Point, already pressed to its limit, could not possibly cope with the users of the proposed facility. It is untenable to suggest that the proposed development could proceed without any provision for the transportation of users that would not further significantly overload existing carpark capacity for residents and their visitors.

The WPCA is aware of the submissions by both onshore and offshore community groups. We concur with and support the objections raised. The proponent would have been fully aware of the history of the site when purchased.

They would have known of the previous DA submitted by the Romeos as approved by the Land and Environment Court. This new submission hopes, under the guise of adaptive reuse, to construct a development that ignores the concerns identified by the Land and Environment Court in the previous approval and the subsequent section 96 application that was rejected by the Court.

We raise the following points as to why the proposal should be rejected by Council.

The proposal appropriates public space.

The proposed uses and their entry and connection points in effect privatise the public domain.

The proposal creates additional pinch points along the foreshore walkway by additional structures along the northwest boundary and creates congestion with people pushed against the water's edge at the proposed entry to the outdoor seating.

The proposal weakens the edge definition of Thomas Stevens Reserve by opening the café wall to the reserve, in effect incorporating the reserve into the café.

The proposal reconfigures the car parking in front of the Pasadena, extending the hardstand in front, pushing cars further into Pittwater Road and deleting two car spaces at the end. A planter box included in the proposal obstructs the public footway.

Excessive height and bulk.

The proposal exceeds the height and bulk previously approved by the Land and Environment Court. This approval was hard won at the time. To have the current proponent use these highly contested dimensions as a starting point for more concessions is untenable.