

WILLOWTREE PLANNING



29 September 2025

REF: WTJ24-103

Northern Beaches Council
By Email: claire.ryan@northernbeaches.nsw.gov.au

Attention: Claire Ryan

RE: DA2025/0764 - REQUEST FOR ADDITIONAL INFORMATION - ALTERATIONS AND ADDITIONS TO LONG REEF GOLF CLUB CLUBHOUSE

PROPERTY AT: 2 ANZAC AVENUE, COLLAROY

Dear Claire,

This letter has been prepared by Willowtree Planning Pty Ltd (Willowtree Planning) on behalf of Long Reef Golf Club (LRGC). This letter includes our response to Northern Beaches Council's correspondence, dated 4th August 2025.

The matters raised have been taken into consideration and are addressed in the response matrix below.

It is considered that this information responds to the matters raised in Council's correspondence, allowing the application to be progressed by Northern Beaches Council.

The following appendices provide documentation and reports to support the response listed in **Table 1**.

RFI Appendix 1 - Water Management Response
RFI Appendix 2 - LRGC Correspondence - Aboriginal Heritage
RFI Appendix 3 - Updated Waste Management Plan
RFI Appendix 4 - Landscape Response
RFI Appendix 5 - Updated Landscape Plans
RFI Appendix 6 - Traffic and Parking Response
RFI Appendix 7 - Updated Architectural Plans

Should you require further information, please contact me on 0418 443 167 / apigott@willowtp.com.au.

Your sincerely,

Andrew Pigott
Director
Willowtree Planning Pty Ltd





Table 1: Response Matrix	
Council Comments	Proponent Response
1. Water Management	
Runoff from stormwater and roof areas is proposed to be directed to an existing pond within the golf course, enabling the reuse of collected water for irrigation. Consideration should be given to the storage capacity of the pond and the quality of water treatment before discharge.	<p>Water management issues raised have been reviewed by a water and flooding engineer who has prepared a response at Appendix 1 which provides as follows:</p> <p>This has been considered. The catchment characteristics for the contributing area that drains to the existing wetlands, catch drains and water harvesting retention ponds established between 1996 and 2018 on the golf course does not change as a function of the proposed development. This does not change the current water quality or quantity of any runoff and as a result we feel that there is no practical need for any additional IWCM modelling to support this DA. Both the golf club clubhouse and the course itself are on the same Lot and DP (Lot 1 in DP1144187) - there is no discharge of any land in the public domain or any other landowner.</p>
The proposal includes new pipes located within 40 metres of a mapped waterway, as specified in the Water Management (General) Regulation 2018 and the Hydro Line spatial data. Warringah DCP Clause E8 Waterways and Riparian Lands applies to the proposal, and a Waterway Impact Statement (WIS) is required. The proposal must comply with the requirements of the Northern Beaches Council Water Management for Development Policy (WMD Policy), including Table 5 Water Quality Requirements.	As outlined in the response by the water and flooding engineer at Appendix 1 , the NSW Hydrography dataset shows the nearest hydroline is over 40m away from any proposed works. The nearest hydroline in question forms part of the water harvesting, retention and irrigation systems developed over the golf course from 1996 onwards and is known as 'Drain C' which drains into Pond 7 and Pond 2 respectively. Both the golf club clubhouse and the course itself are on the same Lot and DP (Lot 1 in DP1144187) - there is no discharge of any land in the public domain or any other landowner. Refer to the hydrography overlay in figure 1 below and the layout of the water harvesting, retention and irrigation systems present over the golf course playing green in figure 2.



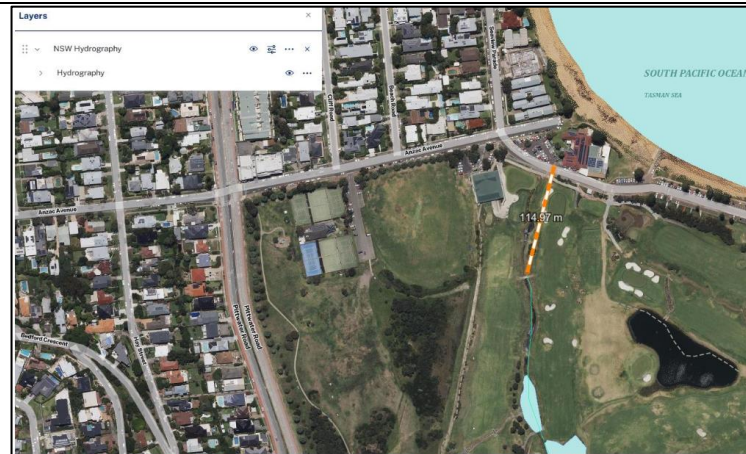


Figure 1 - Extract of NSW Spatial Explorer with NSW SEED Hydrography dataset

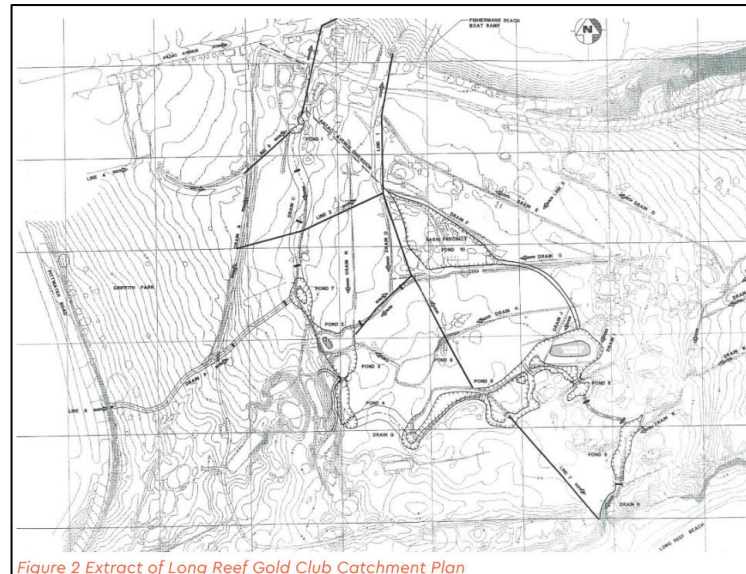


Figure 2 Extract of Long Reef Gold Club Catchment Plan





<p>The proposal is not supported. However, an opportunity for compliance exists. Evidence that the proposal will satisfy the Table 5 – General Stormwater Quality Requirements must be provided, either through a MUSIC model or an equivalent. Refer to sections 4.1.2 Standards of Design and 4.1.3 Demonstrating Compliance of the WMD Policy for further guidance.</p>	<p>The water and flooding engineer includes the following response at Appendix 1:</p> <p>The catchment characteristics for the contributing area and stormwater runoff that drains to the existing wetlands, catch drains and water harvesting retention ponds on Lot 1 in DP1144187 established between 1996 and 2018 on the golf course does not change as a function of the proposed development. Due to the extensive existing wetlands, water harvesting and retention ponds and no practical change in catchment or landuse types, a MUSIC model should not be required.</p>
<p>2. Aboriginal Heritage</p>	
<p>There are known Aboriginal sites in the area, and the location of the proposed development is identified as having high potential for unrecorded Aboriginal sites.</p> <p>The Aboriginal Heritage Office recommends a preliminary inspection ('due diligence' under the National Parks and Wildlife Act 1974) by a qualified Aboriginal heritage professional. The assessment would provide information on potential Aboriginal heritage issues on the land and recommendations for any further action that may be required.</p>	<p>Confirmation is ought that this action can be undertaken via a Deferred Commencement condition. We have engaged with Artefact Heritage and Environment who support this approach. Further, correspondence is provided at Appendix 2 from Long Reef Golf Club formally making this request on the following basis:</p> <ol style="list-style-type: none"> 1. Commitment to Compliance We confirm that, should consent be granted, the Club will commission a qualified Aboriginal heritage professional to undertake the due diligence assessment in accordance with statutory requirements. 2. Financial Considerations As a not-for-profit community organisation, the Club must carefully manage its financial resources. Commissioning a detailed Aboriginal heritage assessment prior to DA determination represents a significant capital outlay without certainty that the DA will be approved. This creates a substantial financial risk for the Club and its Members. 3. Precedent and Practicality We note that the Deferred Commencement mechanism is specifically designed to balance Council's statutory obligations with applicants' ability to reasonably progress applications. In this case, allowing the Aboriginal heritage due diligence assessment to be secured by a Deferred Commencement condition would ensure that no works could commence until Council is satisfied with the outcomes of the required investigation.





	This achieves the intent of the legislation while also recognising the Club's not-for-profit status and the scale of capital investment required.
3. Waste Management Plan	
An updated Waste Management Plan is required, as the submitted plan appears to be in draft form.	An Updated Waste Management Plan is provided at Appendix 3 .
4. Solid Fuel Heater	
The plans accompanying the proposal show a fireplace in the ground-floor dining room. Further details are required to show the model and specification, as well as the flue location and height of the proposed heater to be installed.	It is confirmed that the fireplace will be electric.
5. Public Land and Access	
<p>Council's Parks, Reserves and Foreshores team find that the public access and recreation setting is impacted by the proposed development as described below:</p> <ul style="list-style-type: none"> ▪ The proposed raised lawns, enclosed gardens, walling, and stairs on public land create the appearance of private space, limiting public use. To support this application, design adjustments are required to ensure that no visual or physical barriers are presented to the public in accessing the area of public land. ▪ The open lawn area to the east of the club is used by small watercraft (fishing kayak, kite/wing surfing, surf ski, jet skis, etc.) for unloading and rigging and must allow accessible and unobstructed public access. ▪ Public land beyond the Golf Club lease area must remain unchanged and fully open to the public. 	<p>A detailed Landscape Response is provided at Appendix 4 and Updated Landscape Plans are provided at Appendix 5.</p> <p>The landscape plans have been revised to address the Council's concerns. The existing ground level outside the clubhouse will be retained, removing any visual or physical barriers between the public land and the site. These adjustments ensure unrestricted public access and preserve the open and inclusive nature of the area, consistent with Council's requirements.</p>





6. Signage and Encroachments	
<ul style="list-style-type: none"> Proposed Golf Club signage within the road reserve along Anzac Avenue is not supported and must be relocated within the lease area. Any structures or treatments that diminish the natural landscape character of the area must be removed. 	Updated Architectural Plans have been provided at Appendix 7 which show the removal of the sign and small retaining wall along the Anzac Avenue 3D render.
7. Pedestrian Pathways	
<ul style="list-style-type: none"> Paths across public land should be rationalised (no duplicate pathways) and designed in concrete for all-inclusive access (crushed sandstone not supported). 	<p>A detailed Landscape Response is provided at Appendix 4 and Updated Landscape Plans are provided at Appendix 5.</p> <p>The landscape plans ensure accessible and safe pathways, with a widened pedestrian zone to assist Council in clearly demarcating the shared zone. In accordance with Council requirements, crushed sandstone has been removed, and existing conditions are retained as requested.</p>
8. Landscape Issues	
<ul style="list-style-type: none"> The Canary Island Palms T3 and T4 are to be retained. Removal is not supported as they are significant landscape features. Waterhousia species planting is not suitable for the coastal environment and must be replaced with coastal-tolerant species. Garden planting beyond the lease area must be removed. (refer to the Landscape Referral Response on Council's online Application Search tool for further details). 	<p>A detailed Landscape Response is provided at Appendix 4 and Updated Landscape Plans are provided at Appendix 5.</p> <p>The proposed removal of Phoenix canariensis (Canary Island Palms) T3 and T4 is required to accommodate the proposed vehicle movement and have been replaced with more suitable native species Livistona australis (refer to arborist report). It is to our understanding that Northern Beaches Council is currently in the process of succession planting to replace the existing Phoenix canariensis - Canary Island Date Palms along Pittwater Road and Anzac Parade as there is evidence of Fusarium wilt which is currently affecting some the of the Canary Island Date Palms.</p> <p>Waterhouses species have been replaced with coastal-tolerant Banksia integrifolia to ensure suitability/resilience and visual cohesion. All garden planting beyond the lease area has been removed in accordance with Council request, with the exception of the embankment planting</p>





	<p>immediately adjacent the outdoor terrace and the garden bed with <i>Livistona australis</i> planting along the southern edge of the lawn beside the side access path.</p> <p>The landscape plans have been carefully revised to address the Council's concerns. The design now maintains existing ground levels to ensure open and unrestricted public access, rationalises pathways with compliant materials to provide safe and inclusive circulation, and replaces unsuitable vegetation with coastal-tolerant species while removing planting beyond the lease area. These amendments now reflect landscape plans that respects and enhances the public realm.</p>
9. Traffic Impact	
<ul style="list-style-type: none"> Concern is raised regarding increased vehicle movements due to the expanded clubhouse facilities (function room, terrace, and members' lounge). Additional traffic assessments or mitigation measures may be necessary to ensure minimal impact on Anzac Avenue and surrounding streets. 	<p>A Traffic and Parking response is provided at Appendix 6.</p> <p>The TIA presented the projected traffic volumes and modelling of the Pittwater Road intersection to demonstrate that the proposal could be accommodated within the road network. The assessment was robust and no further traffic activity testing is required.</p>
10. Parking Provision	
<ul style="list-style-type: none"> Existing on-site parking may be insufficient during peak periods or events. Overflow parking on adjacent streets is a concern and may negatively affect local traffic and residents. Therefore, further clarification is required, including the precise location of staff parking, the proposed shuttle bus parking location, its operational details, and confirmation that access to the storage/bin containers will remain unobstructed. 	<p>A Traffic and Parking response is provided at Appendix 6 which includes the following response:</p> <p>The TIA outlines the surveys undertaken and the forecast peak demand, based on usage of all areas within the club. In the TIA, we outline the mitigation features, which demonstrate that the proposal will have no impact on the adjacent residential area. No further assessment required, however we present with this letter a larger and clearer plan of the various parking areas and parking management proposed. Regarding the trailer parking, our assessment found that the club parking demand does not rely on these spaces, and we would suggest retaining the existing trailer spaces, or for Council to determine whether boating demand requires the existing number of spaces dedicated to that use. This would be entirely separate from the subject Development Application.</p>





11. Access and Drop-off Zones	
<ul style="list-style-type: none"> The proposed drop-off vehicular access/share path and disabled car spaces at the club entrance are considered unnecessary and potentially unsafe for pedestrians. The existing disabled parking near the entrance is sufficient. Recommendations include retaining current parking arrangements close to the entrance rather than introducing new vehicle circulation patterns. 	<p>A Traffic and Parking response is provided at Appendix 6.</p> <p>The arrival/departure of visitors by rideshare services is a key part of the mode share goals, and the proposal seeks an improved arrangement to facilitate this activity, plus the added benefit of providing improved accessibility to the lobby. Fortunately, this can be achieved without revisions to the existing car park. We acknowledge that the proposed arrangement requires pedestrians to cross the porte cochere from the car park and in this regard, we are recommending a 'shared zone' design treatment to priorities pedestrian movements (adopted in the inner city and at a number of hotels)</p>
12. Bicycle Parking	
<ul style="list-style-type: none"> The submitted traffic report states that a minimum of 4 bicycle spaces (3 staff and 1 visitor), three clothes lockers and one shower cubicle are required per the Warringah DCP. However, the report does not confirm whether these facilities are provided on-site. Further information is required. 	<p>Updated Architectural Plans have been provided at Appendix 7 which show 6x bike racks added to the front of the building, near the offices.</p>
13. Vehicle Access	
<ul style="list-style-type: none"> Concern is raised regarding the proposed vehicular access from Anzac Avenue, providing access to new parking spaces and for use as a drop-off and pick-up area. The proposed vehicle access appears to be situated close to the existing power pole (please note that Ausgrid requires a minimum of 1m clearance between a driveway and any power pole). Additionally, there is existing 90-degree on-street parking at the cul-de-sac of Anzac Avenue, adjacent to the proposed driveway. This parking area is not signposted as 'small cars only'. As such, if a long vehicle occupies the end space, it may encroach into the driveway, potentially blocking access to the driveway. A swept path analysis is required to demonstrate that the proposed access 	<p>A Traffic and Parking response is provided at Appendix 6.</p> <p>The driveway is shown to be accommodated between the power pole and the parking spaces (a distance of 7 metres), so no amendment to the design or the parking spaces is required. The driveway is for cars only and one-way inbound to access the porte cochere. Although not technically required, as all driveways are 'No Stopping' by default, it may strengthen the message if a No Stopping Sign were to be located to both sides of the driveway as illustrated below, noting that the image is indicative only for the purposes of showing the signage recommendation, and the driveway width and location will be subject to detailed design:</p>





can function safely and efficiently without requiring removal or restriction of the adjacent on-street parking space.

- It remains unclear whether the circulation path on the proposed new vehicle access is also intended to be used as a delivery zone for the back-of-house areas and keg room. Clarification is required.

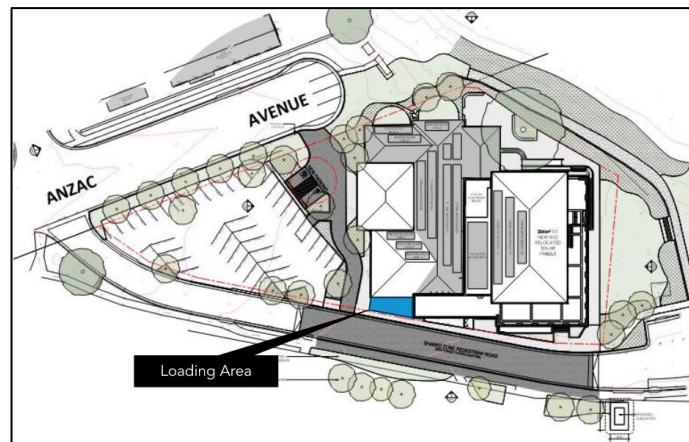


14. Loading / Deliveries

- It is noted that a loading zone is provided on the southern side of the building, east of the new vehicle access path. However, no information has been provided regarding the dimensions of this loading bay or the size of the largest truck expected to use it. It is also unclear whether trucks will access the loading zone via the new Anzac Avenue access or the proposed shared zone road.
- The submitted traffic report on page 38 states that there are existing multiple loading zone areas and one dedicated car parking space for service vehicles. Further information is required regarding the location of these loading zones and the size of trucks that access them.
- Given the scale of the proposed development, Council does not anticipate deliveries being made by small vehicles but expects larger trucks. Therefore, a dedicated loading bay capable of accommodating at least a 6.4 metre Small Rigid Vehicle (SRV) must be provided.
- The traffic report does not provide any information about waste collection. Noting the comments from the Council's Waste team, further information is required for the loading bay.
- Additionally, swept path analysis must be submitted to demonstrate safe access to and from the proposed loading bay.

A Traffic and Parking response is provided at **Appendix 6**.

The loading area is to be retained in the existing location on the southern side of the building as identified in the following extract from the architectural drawings.





	<p>The plan retains the current arrangement, which accommodates all deliveries and waste collection and the ability to receive vehicles either front-in for access to the rear doors/waste lift, or reverse-in if required.</p> <p>Swept paths of a 6.4 metre Small Rigid Vehicle accessing the loading area, are included as an attachment to Appendix 6.</p>
15. Bin Storage Area	
<p>As there is a new terrace above the existing bin storage area, it shall be designed to:</p> <ul style="list-style-type: none">a) Have a minimum wall height of 1600mm.b) Be roofed with a minimum ceiling height of 2100mm throughout and clear of any obstructions.c) Be screened from the street frontage in a manner that improves the streetscape appearance of the facility as per the residential Waste Storage Area Design Requirements	<p>Updated Architectural Plans have been provided at Appendix 7 which show the following:</p> <ul style="list-style-type: none">• Bin enclosure is 2m high.• Bin area fencing nominated and roof now added.• As per the renders and finishes – the bin area will be screened with a picket fence like finish.





Table 2: Public Submission Response Matrix

Resident Comments	Proponent Response
1. Mr Tony Johnson (11 Beach Road, Collaroy)	
<p>I am writing as a local resident of Collaroy Basin to express my strong support for Development Application DA2025/0764, which seeks to deliver significant improvements to the Long Reef Golf Club clubhouse. As a resident of 11 Beach Road, Collaroy, I have a clear appreciation for the importance of this site to our community. The proposed upgrades will substantially enhance the Club's ability to provide high-quality dining, social and community amenities to both local residents and the broader Northern Beaches region.</p> <p>While there is often commentary surrounding parking demand in the Collaroy Basin, I believe it is important to recognise this in the broader context of our precinct. The area is surrounded by beach access, headland trails, and is used year-round for both summer and winter sporting activities. To attribute parking limitations solely to the Golf Club would be an oversimplification of how the precinct operates. Importantly, in my experience, parking is always adequate outside of some peak daytime periods, particularly during evenings, which aligns well with the Club's enhanced hospitality offerings.</p> <p>I have also reviewed the traffic report prepared in support of this application. The report concludes that traffic and parking demands associated with the proposal have been appropriately addressed. This includes future-proofed parking capacity and considered traffic modelling that ensures minimal disruption to surrounding residents.</p> <p>As a local resident who uses and values this part of our coastline, I believe the proposed development will provide an outstanding new venue for the community to enjoy while supporting economic and social activity in our suburb. I fully support the application and commend the team for its vision and responsiveness to local needs.</p>	<p>The support for the application is noted.</p>





2. Mr Brett Sandvoss (1a Seaview Parade, Collaroy)	
<p>I am a Local resident of the Collaroy Basin and have been a resident here since 2006. I am a member of the Long Reef Golf Club for years and I am excited about the much-needed upgrades to the club's facilities. Whilst I understand that Weddings and events assist the club's financial viability, I believe it should be a Golf club first and foremost.</p> <p>For clarity I am supportive of the changes being proposed but want to ensure that the development, planning and future management of the club have taken due consideration to the impacts that the increased capacity for events will have on the local surrounding area, local residents and golfers alike.</p> <p>I have completed a detailed review of the documentation submitted by the club and would like the below items to be addressed, reviewed and confirmed prior to the approval of the development to ensure that the final outcome provides mutual benefit to the club, golfers and local residents.</p> <p>My points and recommendations are outlines below.</p>	<p>It is confirmed that the alterations and additions proposed are for the benefit of the Long Reef Golf Club members, guests and wider community. There are some members and community multi-purpose spaces included in the proposal. The primary use of these spaces will be for the Golf Club purposes with ancillary functions included.</p>
<p>1. Parking</p> <p>Parking has always been an issue in the Collaroy Basin area as the area is the home to Tennis Courts which host both casual and competitive tennis matches, Griffith Park which hosts both Rugby and Cricket matches, Local beach goers, boat ramp users, local walkers enjoying the headland track, Golfers, residents and event patrons at the Collaroy Golf Club. During the Summer months, Fridays, Saturdays and Sundays have significant load on the parking infrastructure in the Collaroy area as all of the above events tend to overlap.</p> <p>Council's Parking Permit Scheme Framework supports allocating on-street parking primarily to local residents—not overflow event patrons or deliveries—and encourages shifts toward off-street provision which should be considered by the applicant. From reviewing the PTC parking report there are a couple of items which appear to be either incorrect or</p>	<p>A detailed Transport Impact Assessment (TIA) was provided with the application (see Appendix 9 of DA2025/0746) wherein detailed consideration was provided for the traffic and parking status of the area surrounding Long Reef Golf Club.</p> <p>The TIA outlined the surveys that were undertaken and the forecast peak demand, based on usage of all areas within the Club. The mitigation features, which demonstrated the proposal would have no impact on the adjacent residential area, were also provided.</p> <p>Further details in relation to parking have been provided in the Traffic and Parking response to Council's RFI provided at Appendix 6.</p> <p>The alterations and additions to the Long Reef Golf Club do not propose changes to the current at grade car parking arrangements.</p>





inaccurate and should be reviewed and confirmed prior to finalising the Development Approval.

1.1 Current & Proposed Carpark Calculation

As per Figure 16 of the PTC report it notes that there are currently 41 spaces and in the proposed plan there will be an additional 2 accessible spaces bring the total to 43 spaces.



Following a review of the drawings included within the pack it appears that PTC and the architects have included an unapproved parking layout adopted by the Club which is inconsistent with the existing DA approval DA2000/2832. Please refer to Figure 5 provided in Willowtree's Statement of Environmental Effects (SOEE) which clearly outlines the current parking has been approved for 33 spaces. This should be amended, and a detailed parking plan should be completed by PTC to confirm the compliance in accordance with AS/NZS 2890.1. As has been stated in Willowtree's SOEE "The proposal aims to prioritise the safety and convenience of pedestrian access to the site."

Having regard for the information provided within the TIA and additional Traffic and Parking information provided at **Appendix 6**, parking matters are considered to have been adequately addressed.





This should be achieved through providing the new vehicular access point and providing a compliant parking plan as part of the submission.



Figure 5. Location Plan of the Approved DA2000/2832 extension and alteration of the Long Reef Golf Club

Since the unapproved parking plan has been adopted by the club, golfers, event staff and patrons have been parking in a way which leads to cars impeding on the nature strip separating the carpark to Anzac Avenue, the pedestrian pathway into the club or into the unnamed street





off Anzac Avenue. I have included some examples below of the implications of this carparking layout.

It should also be noted that the existing parking plan extends beyond the Golf Clubs boundary and inhibits on the pedestrian pathway to the Northern side of Seaview Parade, the revised carparking plan must take into account compliance with AS/NZS 2890.1 whilst remaining within the Clubs boundary.



1.2 Traffic Count Justification

Within the report completed by PTC the traffic data collected was completed on a Sunday to draw conclusions for "Weekend" data (Friday, Saturday and Sunday). Events held at the club would frequent on Thursday, Fridays and Saturdays and believe conducting a test to confirm the current vacancy of parking in the area on a weekend and drawing conclusions that the new load provided by the club could therefore withstand the stress of the increased patrons as a result of the enhanced event spaces in the club is inconsistent with the real load which is placed

Traffic counts were conducted in accordance with industry accepted standards and practices. It is not practical or reasonable to delay the consideration and determination of a Development Application so that traffic counts can be conducted in 'summer months'.





<p>on the local area during times of events currently, especially during summer months.</p> <p>The PTC report has also drawn conclusions that the demand for events is determined as evening peak. Now whilst most events conclude in the evening, these events commence in the mid afternoon when the peak of golfers, local patrons, beach goers and boat users is highest. This afternoon peak currently provides significant strain on the local parking and should be considered in the additional parking requirements.</p> <p>I believe this data collection should be reconducted during the summer months on a Saturday to gain a true reflection of the Carpark load during events.</p>	
<p>1.3 Maintenance Area Staff Parking</p> <p>It has been noted in the Operational Management Plan and the PTC traffic report that the maintenance area will be utilised as an overflow for staff parking in peak times. Consideration needs to be made as to the following for this to function.</p> <ul style="list-style-type: none"> • Applicant to provide a detailed compliant parking plan which identifies the area is suitable for 25 cars without impacting on the current sheds or accessways. • The applicant is to confirm the OH&S provisions which have been made for staff parking in the maintenance area during events including the travel during wet weather and when they are travelling back to their car at 12am <ul style="list-style-type: none"> o It was noted in the PTC report a buggy would be utilised to transport staff. o This would require a full-time buggy driver to be employed during periods of events to allow staff to be transported up and back to the maintenance carpark in line with their shift ends to transport staff members to and from their cars safely. o The applicant will need to confirm there is ample lighting and safety provisions for these this buggy service to be viable. • Confirmation of what type of buggy will be purchased or used for this service? 	<p>The reference to some staff parking in the Maintenance area near the Headland car park during some evening peak hours is noted. Staff will also be able to walk to the Club from this area via the existing footpaths.</p>





<ul style="list-style-type: none"> o Will this be a larger buggy which can accommodate more than 1 driver and 1 staff member at a time? o Will this buggy be equipped with lights and safety provisions for driving at night time? • Confirmation of the pathway which the buggy will take between the maintenance parking zone and the Golf Club? <ul style="list-style-type: none"> o Will this be on the golf course? If so, how will this be managed whilst players are on the course? o If this will be via the road will the buggy carry a conditional registration and be registered with the correct lights, indicators and safety features? • The applicant is to confirm that during all events that the staff must utilise these car spaces as this is fundamental to ensuring there is ample space for event patrons to park based on PTC's increased demand calculations. <p>The above points should be firmed up within the applicant's management plan and there should be a condition included within the DA which ensures this plan is established correctly and adhered to.</p>	
<p>1.4 Overflow parking</p> <p>The PTC report notes that the overflow parking will be utilised for event staff and golf related patrons.</p> <p>The Applicant should provide a management plan on how this will be managed and if this will be available during all periods or only during peak periods as required? This overflow parking should be provided with an access management plan to allow golf patrons and event goers and staff to use this at any time. This should be managed via the use of a boom gate and access control system rather than a chain to ensure this is not a discretionary item used as required and used at all times to assist in reducing the strain on the current available parking in the ZOI.</p>	<p>Updated details regarding overflow parking are provided within Appendix 6.</p>
<p>2. Loading Dock & Rubbish Removal</p> <p>An issue which is present with the existing operational procedures for the club include the delivery of food, drinks and removal of waste from the premises. Currently due to the existing undersupply of parking the</p>	<p>Updated Architectural Plans have been provided at Appendix 7 which show the following:</p> <ul style="list-style-type: none"> • An appropriate loading zone.





designated loading zone is utilised more frequently by staff or golfers as can be seen below.



This results in delivery drivers having nowhere to park and leads to the drivers pulling up on the side of the road and unloading food, drinks and materials across the active road and pedestrian pathway which presents a danger to both cars, golfers and pedestrians.

Following a review of the plans it appears that an undersized space has been provided for the provision of a loading zone. Due to the size and proposed increased capacity of the club this loading area is not fit for purpose. The space provided has not taken into consideration the size of the trucks, or the travel pathway required for deliveries.

- Bin enclosure is 2m high.
- Bin area fencing nominated and roof now added.
- As per the renders and finishes – the bin area will be screened with a picket fence like finish.





As per the PTC traffic report the club has proposed to increase the publicly accessible GFA from 563m² to 1,007 m². With the proposed GFA almost doubling the existing public GFA the deliveries required to service the building will likely also double.

The applicant needs to consider the safety of the public and believe a development of this scale would be required to have a designated loading dock which is isolated from the public to ensure the safety of all patrons during the enhanced delivery periods.

Further to the loading of goods and materials the location, servicing and aesthetics of the bin area has not been considered. A development of this size and scale must consider the operational implications in relation to the collection of waste. As a result of the increased load due to the additional public GFA proposed the applicant needs to reconsider the process for the collection of waste and the location of the bin rooms to ensure this does not continue to be an eye sore or a public hazard to the public.





Reviewing the MRA Waste Management Plan it notes that the Applicant will comply with Table 8 Below. One of the key points from Table 8 notes that collection will occur in a "Sectioned Loading Bay does not impede upon traffic and pedestrian safety". Upon further review of Appendix A – Proposed Site Plans it is proposed that the "Waste Collection Point" will be from the proposed pedestrian zone on the unnamed road off Anzac Avenue as can be seen below.

The report contradicts itself as it is impossible to comply with the requirements outlined in Item 5.4 and Table 8 if the collection point has been noted on a publicly accessible road.

It would appear that in order to comply the applicant must reconsider the design of the loading bay and Bin storage areas to ensure that ample space is provided for the safe retrieval of waste.





5.4 Collection Method and Loading Areas

Collection will occur on site directly adjacent to the waste storage area via a private collection vehicle in accordance with Table 8 below.

Table 8: Collection points and loading areas requirements and specification

Collection point	Allow safe waste collection and loading operations	<ul style="list-style-type: none">- Adequate clearance and manoeuvring space;- Sufficient clearance for the safe handling of materials and equipment; and- Sectioned loading bay does not impede upon traffic and pedestrian safety.
Vehicle manoeuvring and loading space	Truck space for adequate lift clearance, manoeuvring and operation for a contractor collection vehicle	<ul style="list-style-type: none">- Collection from each site use loading area by a rear lift collection vehicle;- Adequate loading bay dimensions to not impede lift clearance;- Operational clearance for truck manoeuvring in a forward direction; and- The provision of space clear of vehicle parking spaces (level and free of obstructions).
Operating times	Appropriate collection times to limit noise and traffic disturbance	<ul style="list-style-type: none">- Collection times will be arranged during off-peak times to ensure minimal disturbance to pedestrians and visitors.

Appendix A Proposed Site Plans



3. Acoustics

Current issues which are presented with events that occur at the Long Reef Golf Club include the bleeding of amplified music to the adjacent neighbours and the noise produced by the patrons upon leaving. An existing management plan is in place by the Long Reef Golf Club which includes providing a security guard or receptionist as required to move on the patrons and provide signage inside which requests for patrons to

A detailed Acoustic Assessment was provided by Pulse White Noise Acoustics at Appendix 12 to the Development Application. The Acoustic Assessment had specific regard for sensitive receivers across Anzac Avenue and outlined appropriate mitigation measures including acoustic barriers and associated restrictions to ensure compliance with acoustic requirements subject to appropriate conditions.





respect the neighbours. Unfortunately, this is not something that is managed well or effectively.

In the management plan it also notes that patrons will be escorted out of the southern entrance of the building to reduce noise produced by the event patrons. Unfortunately, this is also not an efficient solution as the majority of event patrons utilise the car parking at the front of the golf club or in the surrounding neighbourhood streets.

The applicant has provided justification that the event spaces are to be utilised for golf related activities, but the local residents understand this is just a disguise to provide more event spaces for the booking of weddings in the clubhouse.

I have reviewed the acoustic report provided by PWNA and believe they have provided acoustic performance ratings which must be incorporated into the Construction Certificate package.

It appears in the acoustic report that the results are based upon amplified music only being played within the Level 1 Multipurpose room and the ground floor areas are to be used for dining purposes only.

The Approval provided by Council should include DA conditions defining the use of the spaces providing clarity for the use of amplified music or dining. Based on the acoustic report provided to ensure compliance with this no amplified music or events could be conducted within the multi-purpose rooms to the North of the building or in the dining areas or garden terrace on Ground Floor.

The acoustic report also does not make any provisions or assumptions around an event being a Wedding. During wedding events patrons will normally sing to songs especially during the closing hours of the evening and this will be sung in choir style. Currently the report considers an average of 1 in 3 people talking at any one time along with amplified music. This needs to be considered in the revised acoustic report to ensure compliance with the required sound levels is possible based on the design advice provided.





<p>Further to ensuring compliance with the acoustic requirements the Applicant needs to consider the privacy of neighbours and potential light bleed from the multipurpose room on the Ground Floor. Currently no screening has been provided to the Northern windows to the Meeting/Community Room 1,2 or 3 and this would pose privacy concerns to the residential neighbours to the North.</p> <p>The acoustic report must also consider the opening and closing of the doors after 10pm to ensure acoustic compliance. It is unreasonable to assume the external door to the terrace on Level 1 will be closed at all times as patrons will enter and exit to use the bar and bathroom facilities during this time. If there is not an acoustic solution that can be found here all external areas should be closed at 10pm until close to ensure the compliant acoustic levels are maintained to respect the neighbouring properties.</p> <p>In the Operational Management Plan the club has assumed that music will stop at 11:45 with all patrons having left the premises at 12am. This is an unreasonable time frame to usher all patrons into their car and should be considered by council.</p>	
<p>4. Recommendations</p> <p>Recommendations to ensure the above points are captured and attended to effectively and efficiently include;</p> <ol style="list-style-type: none"> 1. Introduction of an underground carpark <ol style="list-style-type: none"> a. This would address the DCP requirements for new developments. <ol style="list-style-type: none"> i. Carparking is to be provided partly or fully underground for apartment buildings and other large-scale developments. ii. Be landscaped to shade parked vehicles, screen them from public view, assist in microclimate management and create attractive and pleasant places. b. The Application has been submitted as an Alterations and Additions and the applicant is utilising this to avoid having to provide sufficient and ample amenity within the new development including parking, loading zones and garbage collection. c. This would address the undersized loading zone and garbage collection zones providing a safer outcome for all staff and patrons. 	<p>It is not feasible or practical to provide an underground car park at this Site.</p> <p>The application is a genuine alterations and additions application in keeping with the requirements of NSW planning legislation including the requirements of the <i>Environmental Planning and Assessment Act 1979</i>, <i>Warringah Local Environmental Plan 2011</i> and <i>Warringah Development Control Plan 2011</i>.</p> <p>As outlined above, the alterations and additions proposed are for the benefit of the Long Reef Golf Club members, guests and wider community. There are some members and community multi-purpose spaces included in the proposal. The primary use of these spaces will be for the Golf Club purposes with ancillary functions included.</p> <p>Appropriate supporting documentation including expert consultant reports and additional information responding to Council's RFI request have now been provided that demonstrate, subject to conditions, that the</p>





<p>d. This would resolve the limited parking spaces provided and strain on the local Zone of Influence</p> <p>e. This would address the noise pollution from event patrons leaving the site after 12am</p> <p>f. This would provide additional space in the basement for Back of House items like the garbage room, storeroom and Keg room so additional usable space could be provided to the members.</p> <p>2. Development Condition confirming the approved uses within Event or Meeting Rooms</p> <p>a. Conditions should be imposed to ensure compliance with the acoustic management plan.</p> <p>b. Times should be imposed for each room.</p> <p>c. Approved events or uses should be imposed to the Ground Floor Rooms</p> <p>d. Acoustic Screens and performance criteria should be included in the Development Approval Requirements</p> <p>e. Development condition should include for a detailed acoustic report to be established identifying the approved uses and times of each room and how compliance with the report can be maintained based on event times and type.</p> <p>f. Visual screens to be included to reduce light bleed to the residential neighbours to the North.</p>	<p>proposed alterations and additions can be undertaken with minimal impact on adjoining properties.</p>
<p>5. Closing</p> <p>I support the proposed upgrades so long as the Development Approval includes these fundamental conditions to protect the residential area and preserve the golf-first character. I thank Council for careful consideration.</p>	<p>Noted that the application is supported subject to appropriate conditions.</p>
<p>Mr Brett Sandvoss (1a Seaview Parade, Collaroy) – Second submission</p>	
<p>Council request for further information says nothing about the clubs extended hours and acoustic issues associated with this to local residents this is of the upmost importance Golfers start at 6 am and weddings and functions finish at 12 pm ...then they take time to leave carparking area This is a residential area!</p>	<p>As outlined above, a detailed Acoustic Assessment was provided by Pulse White Noise Acoustics at Appendix 12 to the Development Application. The Acoustic Assessment had specific regard for sensitive receivers across Anzac Avenue and outlined appropriate mitigation measures including acoustic barriers and associated restrictions to ensure compliance with acoustic requirements subject to appropriate conditions.</p>





3. Mrs Roberta Connaghan (4 Beach Road, Collaroy)	
<p>I wish to lodge a submission regarding the above mentioned DA application.</p> <p>I live at 4 Beach Road, Collaroy and have an issue with the already untenable traffic situation here in the Collaroy Basin area. Not only is there no parking for residents but there is also no parking for additional visitors that the new clubhouse will undoubtedly bring into the area 7 days per week.</p> <p>Could you advise how you would be able to cater to additional visitors in Collaroy Basin.</p>	<p>A detailed Transport Impact Assessment (TIA) was provided with the application (see Appendix 9 of DA2025/0746) wherein detailed consideration was provided for the traffic and parking status of the area surrounding Long Reef Golf Club.</p> <p>The TIA outlined the surveys that were undertaken and the forecast peak demand, based on usage of all areas within the Club. The mitigation features, which demonstrated the proposal would have no impact on the adjacent residential area, were also provided.</p> <p>Further details in relation to parking have been provided in the Traffic and Parking response to Council's RFI provided at Appendix 6.</p> <p>Having regard for the information provided within the TIA and additional Traffic and Parking information provided at Appendix 6, parking matters are considered to have been adequately addressed.</p>
4. Mr Brendan Donohoe (35 Ramsay Street, Collaroy)	
<p>I strongly object to the proposed redevelopment of Long Reef Golf Club. I have lived in Collaroy since the early 1980's and have watched with concern as the golf club has dominated our public open space to become a venue rather than a golfing facility. We have witnessed the large development of the Pro Shop chewing up public open space and the big increase in golf cart use attracting golfers who were incapable of walking rounds and adding to the "popularity" of the course, increasing numbers and parking needs. Parking of course is currently a problem at Long Reef and the flippant calculations undertaken to gauge the required increase for parking for this massive increase in the built environment for which it supposedly caters.</p> <p>The idea the public are happy for the club to carve out more public green space to park cars is ridiculous, that the public wish to have the use of this privileged coastal position INTENSIFIED is absurd, this area has already largely exhausted it's parking options. This type of alienation of public</p>	<p>A detailed Transport Impact Assessment (TIA) was provided with the application (see Appendix 9 of DA2025/0746) wherein detailed consideration was provided for the traffic and parking status of the area surrounding Long Reef Golf Club.</p> <p>The TIA outlined the surveys that were undertaken and the forecast peak demand, based on usage of all areas within the Club. The mitigation features, which demonstrated the proposal would have no impact on the adjacent residential area, were also provided.</p> <p>Further details in relation to parking have been provided in the Traffic and Parking response to Council's RFI provided at Appendix 6.</p> <p>Having regard for the information provided within the TIA and additional Traffic and Parking information provided at Appendix 6, parking matters are considered to have been adequately addressed.</p>





<p>green space and intensification of use in an identified hazard zone runs contrary to the objects of the Coastal Management Act 21016, an Act that has been so abused by NBC to date I expect this to have no effect whatsoever. I'm not sure when NBC decided to become one of, if not the biggest developers of identified coastal hazard sites but I know I speak for many many ratepayers wishing that it would cease immediately as it will doubtless consign future generations to unsustainable protective expenses.</p> <p>If the stated purpose of this exercise is real (to keep green fees down) invest the \$22M proposed and subsidise golfers rather than further develop this already over-loved environmentally significant site that does not need more visitors, weddings, parties, anything that earns NBC a dollar. Your job is to protect and manage these spaces NOT TO DEVELOP them in the manner of a quasi white shoe brigade spiv.</p>	<p>Detailed Coastal Engineering Advice was provided with the Development Application (Appendix 7) that confirmed, subject to conditions, the 'development would be consistent with the coastal engineering requirements listed in Clause 6.5 of Warringah Local Environmental Plan 2011, Part E9 of the Warringah Development Control Plan, State Environmental Planning Policy (Resilience and Hazards) 2021, the CZMP, and the Northern Beaches Coastal Erosion Policy'.</p>
<p>5. Mr Maurice Loomes (18 Cove Avenue, Manly)</p>	
<p>Parking in the area around LRGC is already a nightmare as the streets cannot accommodate demands from golfers, weddings, dog park users, fishermen, walkers, cricket/football families, tennis players, surf vehicle users. To allow LRGC to expand its facility to hold even more weddings will make the situation that much worse. Local property owners must be seriously disaffected as well.</p> <p>I urge Council to deny the application unless LRGC provides a plan for significantly increased parking for the use of its patrons.</p>	<p>A detailed Transport Impact Assessment (TIA) was provided with the application (see Appendix 9 of DA2025/0746) wherein detailed consideration was provided for the traffic and parking status of the area surrounding Long Reef Golf Club.</p> <p>The TIA outlined the surveys that were undertaken and the forecast peak demand, based on usage of all areas within the Club. The mitigation features, which demonstrated the proposal would have no impact on the adjacent residential area, were also provided.</p> <p>Further details in relation to parking have been provided in the Traffic and Parking response to Council's RFI provided at Appendix 6.</p> <p>Having regard for the information provided within the TIA and additional Traffic and Parking information provided at Appendix 6, parking matters are considered to have been adequately addressed.</p>
<p>6. Mr Joseph Re (1B Seaview Parade, Collaroy)</p>	





I am responding to the proposed Golf Club expansion proposal outlined in the above DA. Whilst I have several concerns not the least being the 4 week exhibition period, I would like to challenge the accuracy of Item 4. Parking Assessment

To accommodate the proposed new access to the club, the necessity to widen the use of Anzac Ave east will eliminate 12 existing car spaces currently available to the public and patrons.

Was there ever an alternate access considered as the new second level extension is oriented to the South and maybe there was a possibility of the main access being located there? What's more, adopting the existing carpark layout is a throw back to the 2011 consent and its layout would not comply with today's council carpark dimensions and driveway widths. In fact the 41 spaces could possibly be halved in number.

I commend the overflow carpark provision, however to do justice to the proposal, I believe doubling the number from 24 (my count) to at least 50 would better serve the parking need. Item 4.5.2. Key Assumptions and Inputs. These conclusions are predicated on Data provided by the Club and a members survey, whilst the report does not address the most marginalised group....residents living in the Basin 24/7.

I previously filled out the online form, however when I pressed to submit the response was invalid email and the contents of my first attempt was lost. I am available to discuss and outline my concerns.

A detailed Transport Impact Assessment (TIA) was provided with the application (see Appendix 9 of DA2025/0746) wherein detailed consideration was provided for the traffic and parking status of the area surrounding Long Reef Golf Club.

The TIA outlined the surveys that were undertaken and the forecast peak demand, based on usage of all areas within the Club. The mitigation features, which demonstrated the proposal would have no impact on the adjacent residential area, were also provided.

Further details in relation to parking have been provided in the Traffic and Parking response to Council's RFI provided at **Appendix 6**.

There are no changes proposed to the existing at grade car parking arrangements.

Having regard for the information provided within the TIA and additional Traffic and Parking information provided at **Appendix 6**, parking matters are considered to have been adequately addressed.



