



Wednesday, 22 July 2020

Northern Beaches Council
PO Box 82, Manly, NSW, 1655

Attention: Renee Ezzy

DESCRIPTION OF PROJECT: Demolition of building and construction of a new, mixed-used development

Current DA: 2019/1475

Approved DA: 167/2015 (expires 17/3/2021)

NB: DA has automatically been extended two years from the original date, under new legislation relating to COVID-19. This will extend the DA expiry date to 17/3/2023.

Dear Renee,

We refer to council's letter correspondence dated 22/3/2020. In response to matters raised within the letter, we provide our response below & attach amended architectural drawings.

The amended architectural drawings achieve the following outcomes:

- Reduced FSR and building height.
- Reduction in bulk & scale, minimising and almost eradicating any additional shadow impact when compared to the approved DA
- Improved the view corridors by increasing setbacks
- Deleted the rooftop deck so there are no overlooking, privacy or noise issues to the surrounding properties

In addition to the above, please find a detailed list of the changes below:

- Reduction of Ground Level street front setback: The Retail Tenancy and hotel lobby area has increased in size as the external glazing has been relocated towards Victoria Parade. The reduced setback arrangement will make the street more vibrant with lively activity.
- Deletion of six rooms on level 3: With thorough shadow analysis studies, we determined that in order for the proposed development to have little impact on the rear unit at 18-20 Victoria Parade, we had to remove the rooms along the Southern edge. The DA submission had a building setback of 1.8m, which we have significantly increased to 8.3m.
- Improvement to visual amenity: The front setback to the proposed building on Level 3 has increased to 4.3m from the Western boundary. This not only improves the visual impact of the building from the street, but also improves the views from the balcony areas of 18-20 Victoria Parade towards the North.



- Level 4: The two penthouse rooms and rooftop area with pergola has been completely removed from the project, which dramatically improves overshadowing to neighbouring properties, removes noise disruption and maintains privacy.
- Roof design: The roof has been shaped to form a faceted edge over the South portion of the building. This will maximise sunlight access to neighbouring buildings.
- West Elevation: On level 2, two smaller windows has been changed to one large window (two instances) to improve consistency of the fenestrations. Glass removed and balustrade decorative feature maintained on level 3 only.
- East Elevation: All changes captured in previous dot points.
- North Elevation: Façade refined – openings lined up and all sill heights made consistent. Wrapping awning simplified. Building changes captured in previous dot points.
- South Elevation: Façade refined – openings lined up and all sill heights made consistent. Wrapping awning simplified. Building changes captured in previous dot points.
- Materials: The brick has been updated to that which was requested in the already approved DA conditions. The cladding treatment has been converted to a grey metallic with vertical arrangement rather than the Pacific Blue colour we previously selected. Façade refined to suit new scheme.

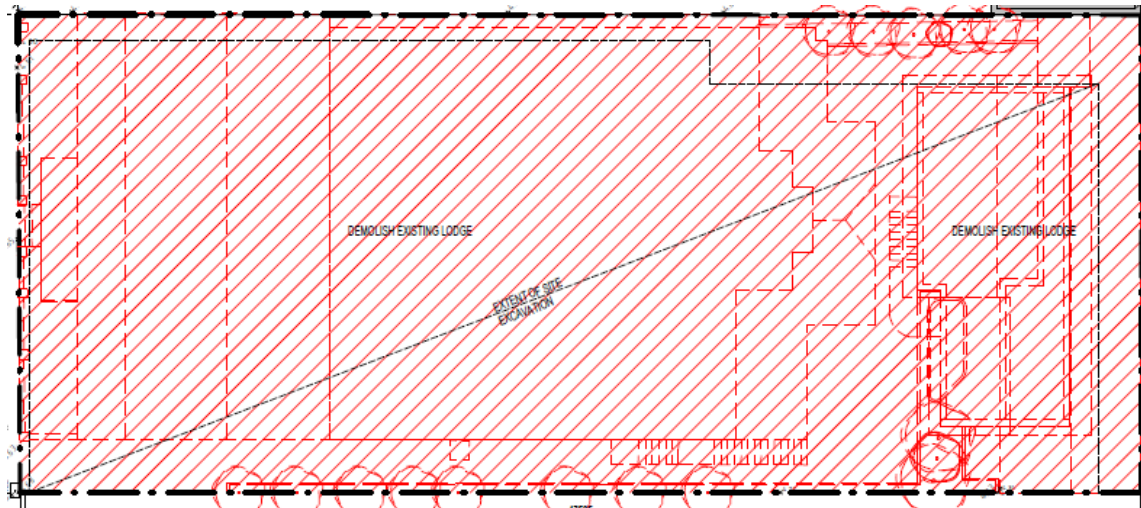
In relation to the other points which were included in the letter, please find a detailed response to each below:

Heritage:

The DA (167/2015) approval permits the demolition of the existing building, which is likely to commence shortly. To add, the subject site is not a heritage item. The street is primarily occupied with apartment buildings, typically of brick construction. The most recent apartment buildings are creating a new character for the street and area, with large balconies, glass balustrades and contemporary designs.

Recognising the heritage item across the road and with the advice/recommendation from GBA heritage, the specialist consultant who worked with us during the design stages, we selected face brick and a more traditional style of building to fit in with the school and the surrounding context.

GBA Heritage conclude that "The proposed development is consistent with the heritage requirements and guidelines of the Manly LEP 2013, the Manly DCP 2013 and the guidelines of the Heritage Division DPC", recommending that Council should have no hesitation, from a heritage perspective, in approving the application".



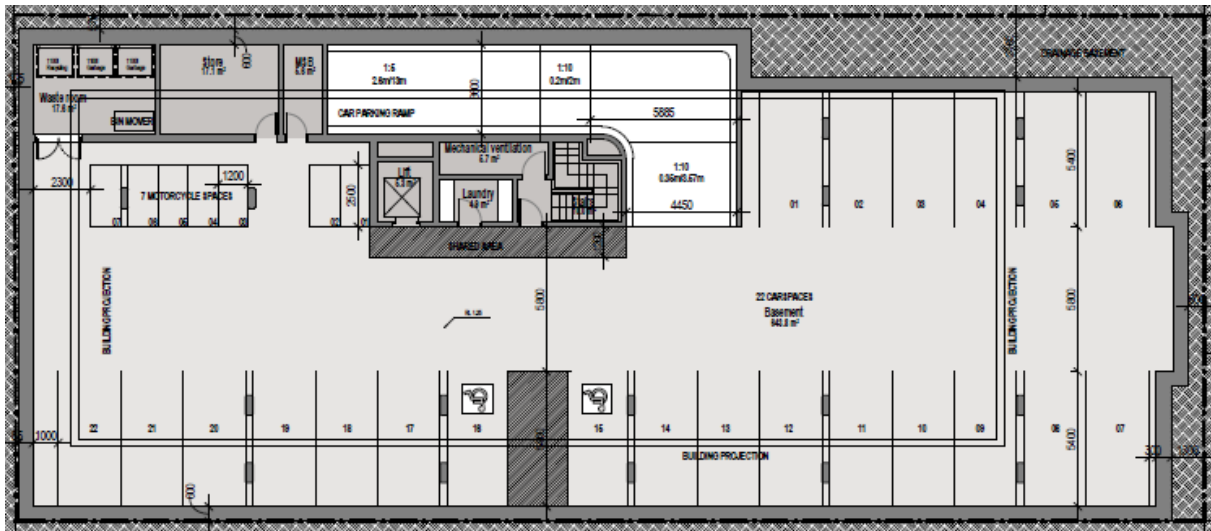
Approved DA Demolition Plan

Traffic & Driveway Crossing:

The DCP requirements cover hotels and motels which are not necessarily located within the Manly Town Centre. The Proposed building use is not similar to other hotels and motels, where a guest parking rate of 1 space per room might be considered reasonable. Not only is the development adjacent to the defined town centre, it is located near convenient public transport facilities (within 400m). As suggested in the Traffic Impact Statement prepared by TTM, It is appropriate to investigate a more realistic parking rate to apply to this specific site.

Referring to the 'RMS (RTA) Guide to Traffic Generating Development Version 2.2 October 2002', it recommends a parking rate of 1 space per 4 bedrooms in a 3 or 4 star hotel; equivalent to the offering proposed. Given there are a total of 42 rooms and applying the RMS calculation, 11 parking spaces are required for hotel use. With the additional 1 space for staff and 1 for the retail tenancy, 13 parking spaces are required in total. The current proposal provides a total of 22 spaces in total, exceeding the RMS recommendations.

The DA approval (167/2015) permits the current driveway access arrangements. There are no proposed changes to the approved DA traffic arrangements. The 3.6m wide driveway is acceptable with low vehicular volumes, such as what has been proposed here. TTM have recommended a warning system to let drivers know when a car is coming in the opposite direction. This is a very common solution.



Another advantage of this arrangement is that it reduces hardstand areas on site, whilst improving potential acoustic impact for neighbouring properties. Manly is often congested with vehicular traffic, so by reducing the number of vehicles, encouraging the use of public transport, cycling and walking, it is our opinion that this will be beneficial to not only those who stay, but the local community and businesses in general.

Significant amendments have been implemented to improve the shadow impact on the neighbouring properties. The changes have been covered in the previous dot points.

Given this compliance and drastic improvements to the proposed building mass, we are of the opinion that there are no overshadowing issues. The comparison should be made with the approved DA as the existing building demolition has been approved and will likely commence shortly.



We request that our response be considered, and revised drawings form part of the assessment.

If you have any queries with the above, please do not hesitate to contact me.

Yours faithfully

Morson Group
Elliot Oxley
Project Architect