

28 February 2023

Our ref: RL-1785-01-00

Northern Beaches Council
1 Boondah Road
WARRIEWOOD NSW 2102

To whom it may concern,

RE: Review of Determination Application No. REV2022/0024 for Review of Development Consent No. DA2021/2173 Relating to Newport Surf Life Saving Club at 394 Barrenjoey Road, Newport – Supporting Information / Amendments to Application

We write in response to the letter received on 21 February 2023 regarding the Review of Determination Application No. REV2022/0024, which requested a review of Development Application No. DA2021/2173 for alterations and additions and coastal protection works to Newport Surf Life Saving Club (SLSC) at 394 Barrenjoey Road, Newport. The letter identified a series of issues which the assessing officer required to be addressed, as follows:

- *A Clause 4.6 variation is to be submitted to address the variation to the height control.*
- *Submit a study to demonstrate car parking demand and why it cannot be reduced.*
- *Details are to be provided outlining measures to reduce the visibility of the seawall once it is exposed.*
- *Clarification is to be provided as to whether the shipping containers currently located in the carpark are to be removed.*

We thank Council for the opportunity to address these concerns and we proffer the following responses with respect to each of the issues raised:

Clause 4.6 Variation to Height Control

It is assumed that Council requires a clause 4.6 request to vary the 8.5m height limit prescribed by clause 4.3(2) of PLEP 2014. This would imply that the provisions of clause 4.3(2A) of PLEP 2014 are applicable with respect to the proposed development is not supported by Council.

Whilst we maintain that the provisions of clause 4.3(2A) of PLEP 2014 are appropriately relevant, we can advise that the design of the roof in question has been amended to comply with both height controls. As such, a clause 4.6 request to vary the height control is not required.

Amended plans are attached to this correspondence (**Attachment 1**) and will be updated to the NSW Planning Portal.

Parking Demand Study

Constructing a new SLSC building in an area currently occupied by a public carpark will obviously result in the loss of public carparking. Whilst all efforts have been made in relation to the current proposal to minimise the footprint of the additions, a new building would not be so constrained, and as such it is likely that the footprint of a new building would likely be larger than that currently proposed.

Upon review of recent SLSC developments at Mona Vale and Long Reef, it is reasonable to assume that a new surf club facility would have a development footprint of approximately 1,000m². This impact has been considered by Transport and Traffic Planning Associates (TTPA, 2023), who confirm that the construction of a new SLSC building within the carpark would result in the loss of at least 50-55 parking spaces, but as many as 65 spaces, which would have significant impacts upon:

- *further parking intrusion into residential streets*
- *significant enter, search and depart movements heightening the movements at the Barrenjoey Road access*
- *higher demands on the other Council car parks which are provided to support businesses in the Newport strip*
- *the parking available for commuters using the bus services to/from the City etc (e.g. B line).*

A copy of the correspondence from Transport and Traffic Planning Associates is provided at **Attachment 2**. The Options Assessment and Review report (Rhelm, 2022) attached to the Amended Statement of Environmental Effects (SEE; Rhelm and NBP, 2022) has been updated to reflect the advice provided in TTPA (2023) and is included in **Attachment 3**.

Visibility of the Seawall Once Exposed

Section 7.2 of the Amended SEE (Rhelm and NBP, 2022) provided in Table 7.2 a response in relation to the Planning Panels fourth reason for refusal of the DA, namely that satisfactory arrangements have been to address the requirements of Section 27 of the *Coastal Management Act 2016*. In the response to this issue, Council committed to reinstatement of the beach volume in the event the seawall is exposed due to the coastal processes, whether a storm-related erosion event or a longer-term deficit of sand. A draft condition of consent was proposed to provide a mechanism to facilitate and enforce this commitment.

In accordance with the draft condition, the maximum timeframe the seawall would be exposed would be six months (in the event natural recovery of the beach did not occur during this timeframe); however, nothing prevents Council acting sooner to reinstate the beach volume in the event the seawall becomes exposed.

Photomontages that provide an indication of the range of beach volumes that may be observed at the location are provided in **Attachment 4**. The first shows the seawall buried by sand, the second shows the amount to which the seawall may be exposed due from time to time due to a minor erosion event, and the third presents the amount of exposure that may occur due to a major/rare storm event.

Retention of Shipping Containers

One of the key objectives of the proposed development is to provide more storage for the surf club, to avoid the need to rely upon temporary storage options. We can confirm that the shipping containers will be removed following the redevelopment of the surf club building and have no objection to the imposition of a condition of consent in this regard.

If you would like to discuss any aspect of this response in further detail, or if you have any further concerns or queries relating to the application, please do not hesitate to contact me.

Sincerely,



Tanja Mackenzie (CEnvP No. 0447)

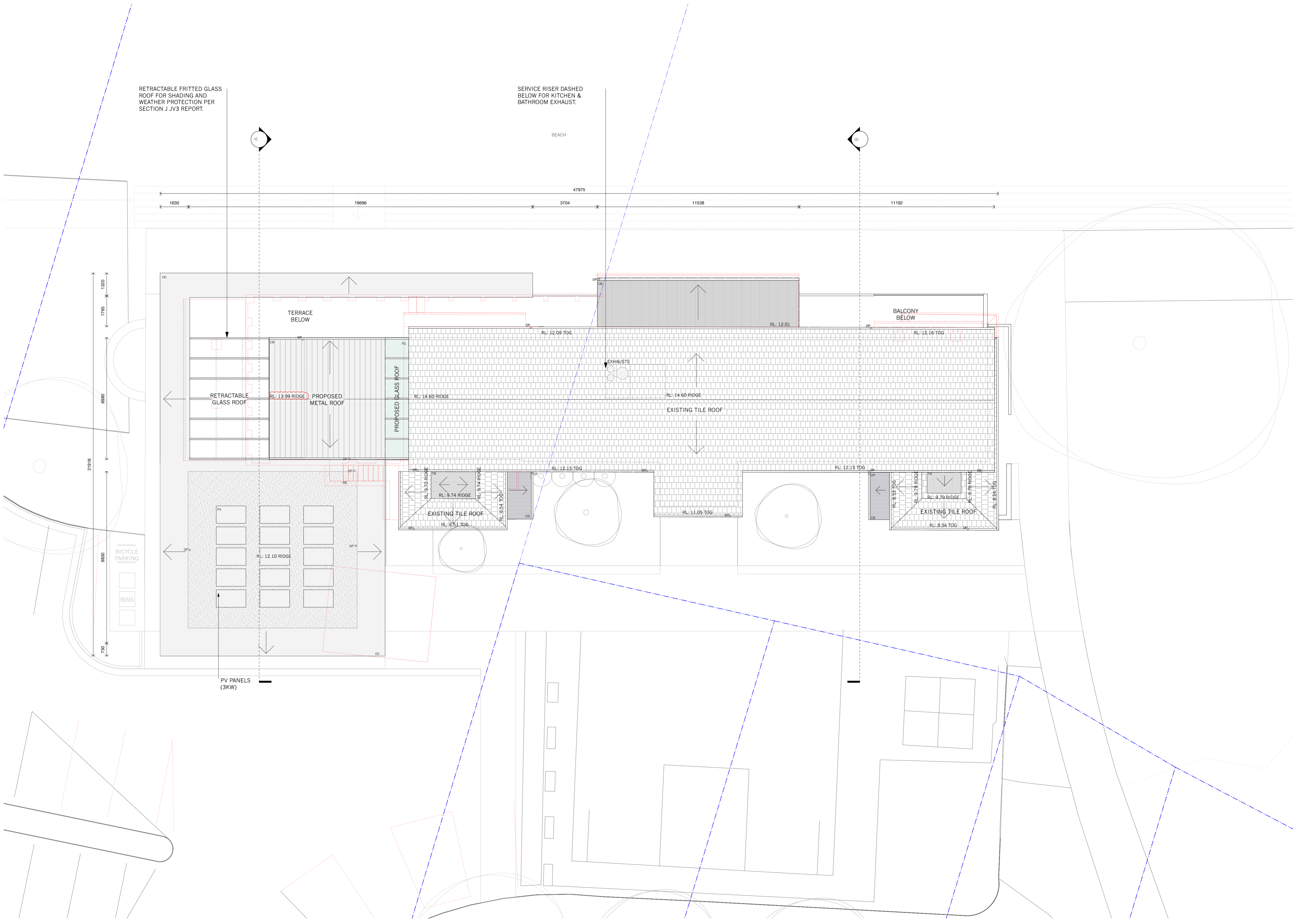
Principal Environmental Scientist

Attachment 1 – Revised Architectural Plans

RETRACTABLE FRITTED GLASS ROOF FOR SHADING AND WEATHER PROTECTION PER SECTION J JV3 REPORT.

SERVICE RISER DASHED BELOW FOR KITCHEN & BATHROOM EXHAUST.

BEACH



DA - ROOF HEIGHT REVISION AS PER NB COUNCIL REQUEST
 B 14/6/22 AMENDMENTS TO DA
 A 25/8/21 FOR DEVELOPMENT APPLICATION
 ISSUE DATE REVISION

PROJECT
 Alterations and Additions to Newport Surf Life Saving Club

LOT DP
 Lot 7094, DP 1059297 & Lot 1, DP 1139445
 CLIENT
 Northern Beaches Council

DWG
 Proposed Roof Plan

PROJECT #	DWG #	
NSC	012	
SCALE @ A1	1:100	REVISION C
SCALE @ A3	1:200	
DRAWN	AS	DATE 24/2/23
CHKD	AP	



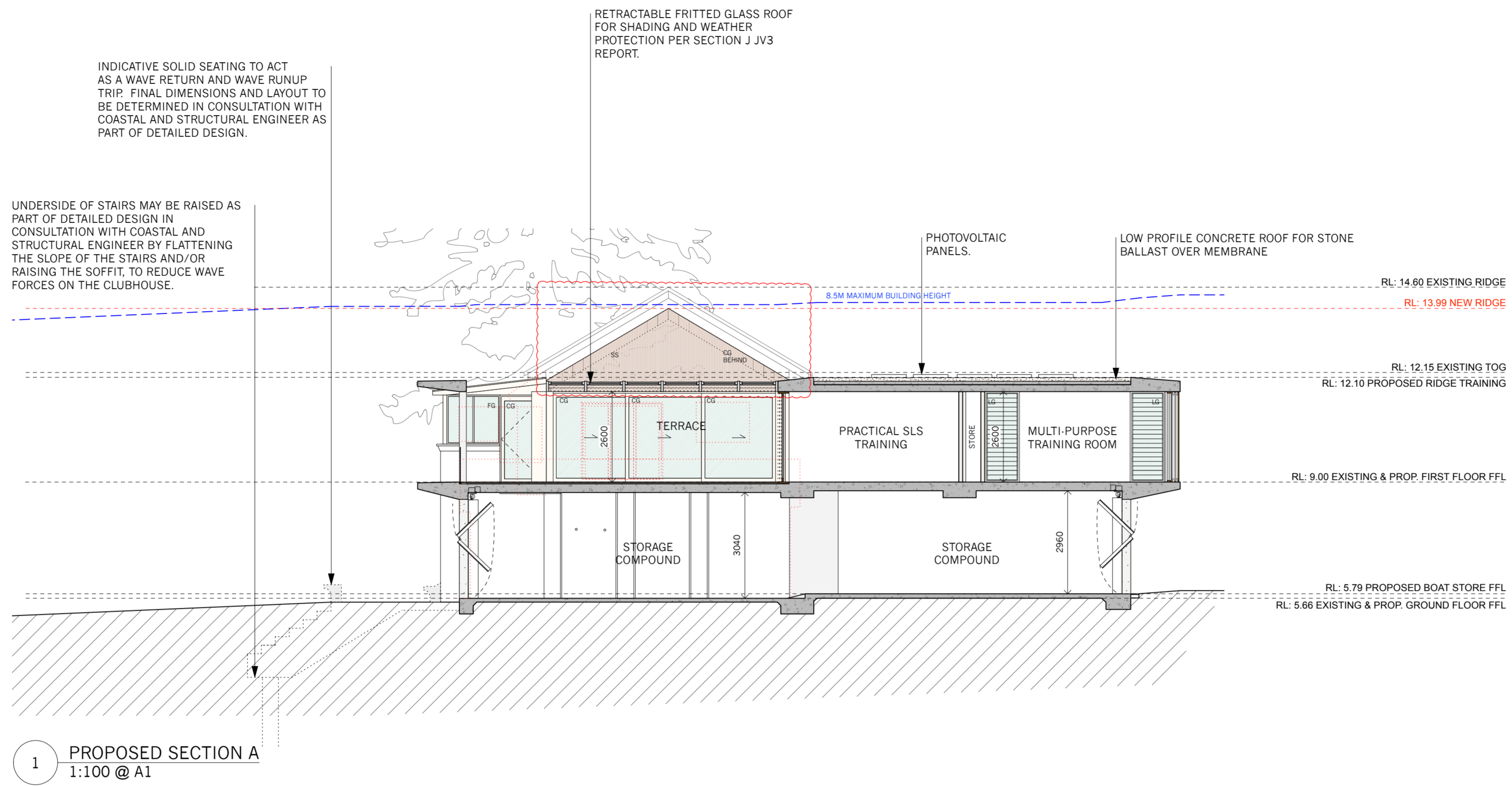
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 W: www.northernbeaches.nsw.gov.au
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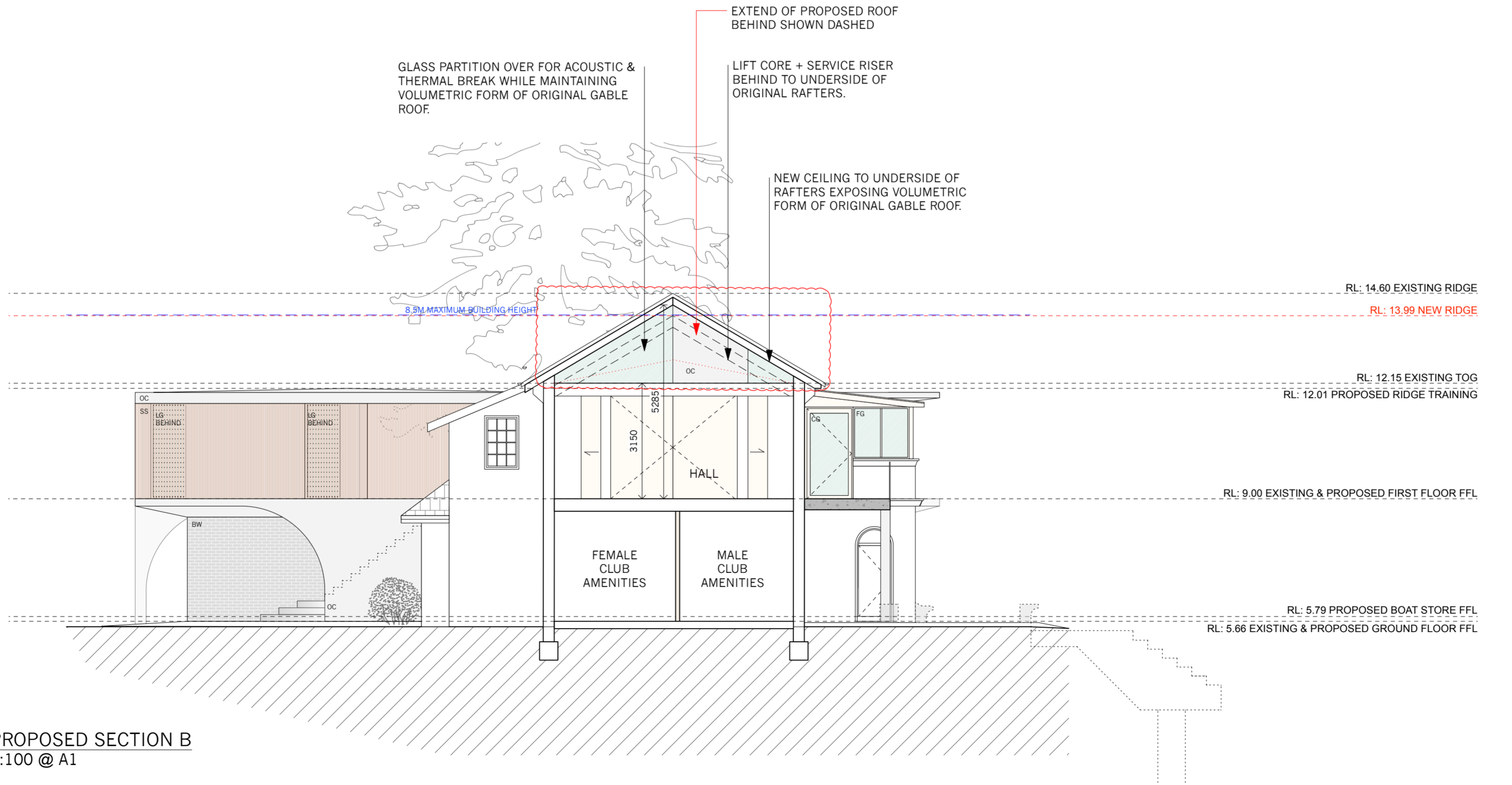
ADRIANO PUPILLI ARCHITECTS
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 P: PO Box 770 Manly NSW 2095
 T: (02) 9114 6300

FOR DEVELOPMENT APPLICATION.

NOTES:
 DO NOT SCALE OFF DRAWINGS. USE DIMENSIONS.
 A SURVEY IS REQUIRED TO ENSURE CORRECT RELATIONSHIP TO SITE BOUNDARIES.



1 PROPOSED SECTION A
1:100 @ A1



2 PROPOSED SECTION B
1:100 @ A1

C	24/2/23	DA - ROOF HEIGHT REVISION AS PER NB COUNCIL REQUEST
B	14/6/22	AMENDMENTS TO DA
A	25/8/21	FOR DEVELOPMENT APPLICATION
ISSUE	DATE	REVISION

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LOT DP
Lot 7094, DP 1059297 & Lot 1, DP 1139445
CLIENT
Northern Beaches Council

DWG
Proposed Sections

PROJECT #	DWG #	013
SCALE @ A1	1:100	REVISION
SCALE @ A3	1:200	C
DRAWN	AS	DATE
CHKD	AP	24/2/23



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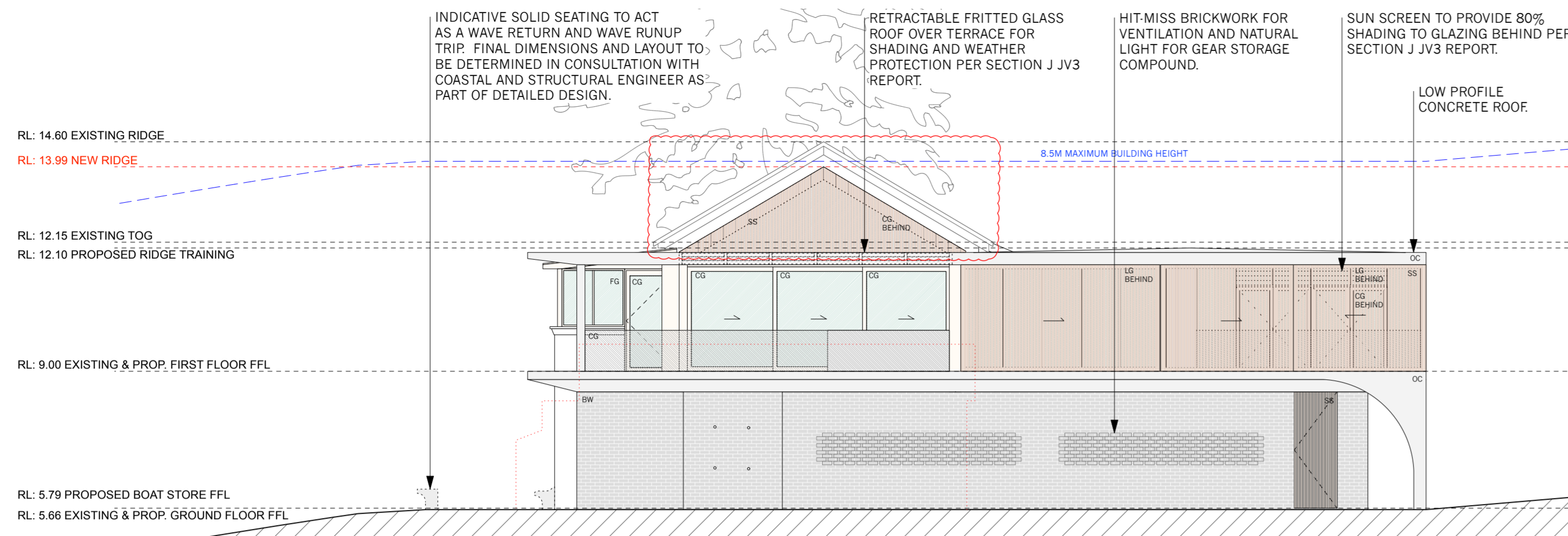


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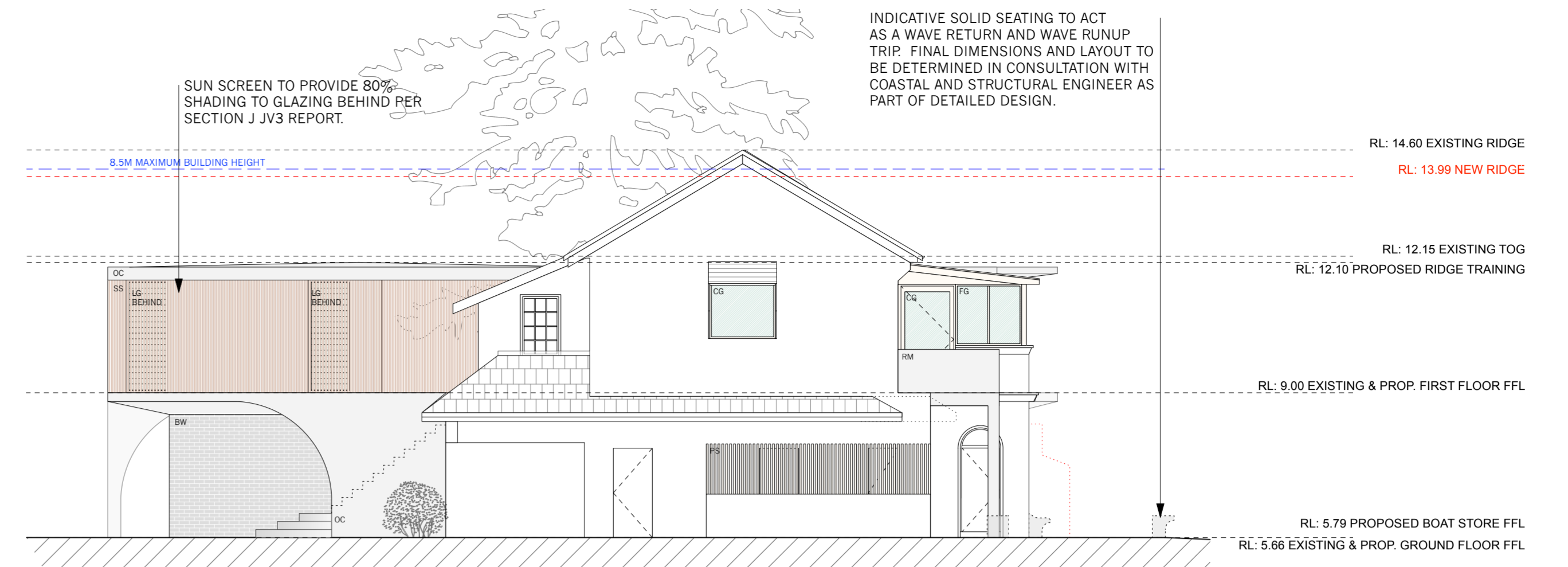
FOR DEVELOPMENT APPLICATION.

ITEM	DESCRIPTION
CG	CLEAR GLASS - TO SECTION J JV3 REPORT
FG	FIXED GLASS - TO SECTION J JV3 REPORT
LG	LARGE GLASS - TO SECTION J JV3 REPORT
LD	LOWLINE GLASS - TO SECTION J JV3 REPORT
CB	STANDING SEAM COLORBOND ROOF 'SS' GRADE - COLOUR TO SECTION J JV3 REPORT
RE	ROOF BALLAST OVER MEMBRANE ROOF
TR	TRANSLUCENT ROOF - DAMPAL OR EQUAL
TT	TERRAZZO TILE TO MATCH EXISTING
BW	BRICKWORK - FACE BRICK FOR MOTILED GREY FINISH
RM	TRENCH MASONRY FOR SUBT FRESH TO MATCH EXISTING
BD	AUSTRALIAN MASONRY AS TO BE BOLD UP DOOR FOR GREY FC FINISH
PS	PRIVACY SCREEN - SPOTTED GUM OR EQUAL FOR CLEAR SEALER
SS	ALUMINIUM SUN SCREEN WITH KNOXWOOD FINISH OR EQUAL - 80% SHADING PER JV3 REPORT
FC	COMPRESSED FIBRE CEMENT - N811 GREY EQUATION - NATURAL OR EQUAL
TF	TIMBER FLOORING - SPOTTED GUM OR EQUAL FOR CLEAR FINISH
VF	TIMBER FLOORING - COMMERCIAL GRADE
TR	TIMBER FLOORING - SPOTTED GUM OR EQUAL FOR CLEAR FINISH
TL	TILE FINISH - NON SLIP TO AS & BCA
OC	OFF FORM CONCRETE
CO	CONCRETE FOR BUSHHED OR HONED FINISH
CP	CONCRETE PAVEMENT FOR BUSHHED NON SLIP FINISH TO AS & BCA
TM	SPOTTED GUM HARDWOOD OR EQUAL FOR CLEAR SEALER
DP	DOWNPIPE - CONNECT TO EXISTING SW SYSTEM PER CIVIL ENG. DRAWINGS

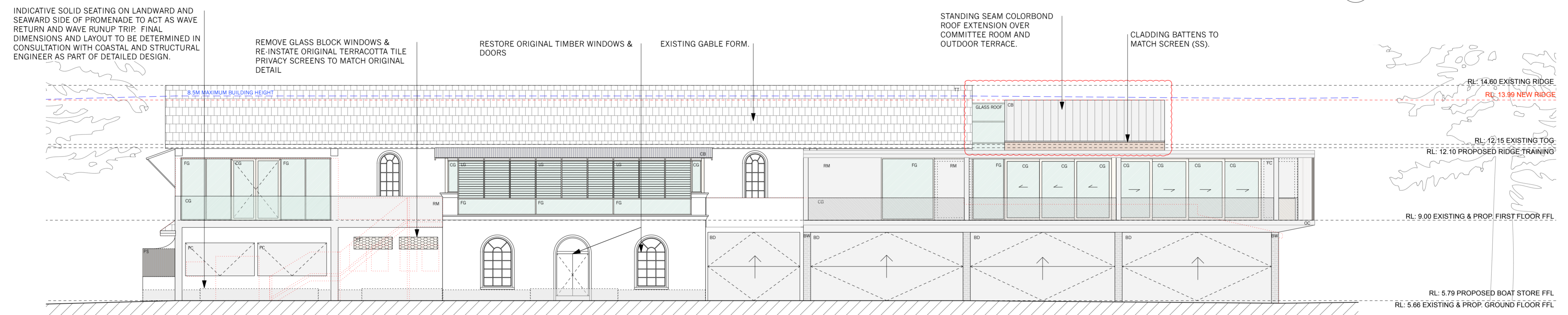
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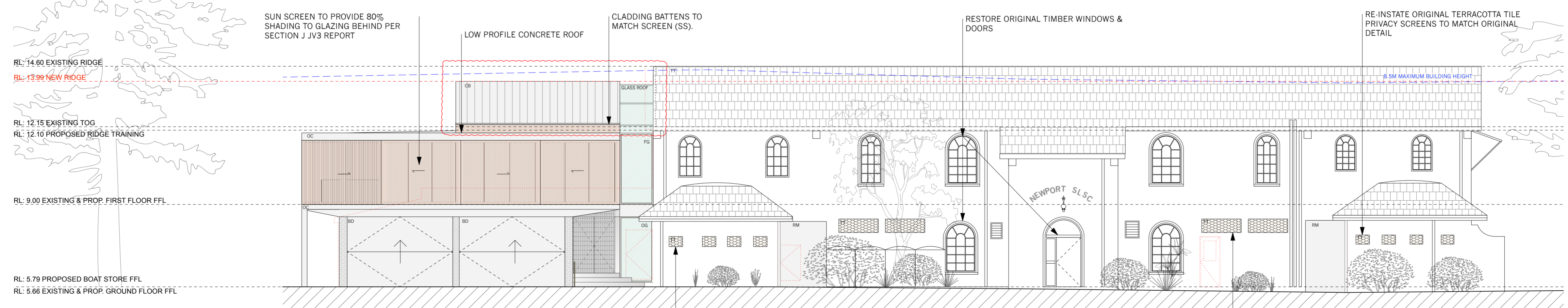
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1:100 @ A1



2 PROPOSED SOUTH ELEVATION
1:100 @ A1



3 PROPOSED EAST ELEVATION
1:100 @ A1



4 PROPOSED WEST ELEVATION
1:100 @ A1

C	24/2/23	DA - ROOF HEIGHT REVISION AS PER NB COUNCIL REQUEST
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ISSUE	DATE	REVISION

PROJECT
Alterations and Additions to Newport Surf Life Saving Club

LOT DP
Lot 7094, DP 1059297 & Lot 1, DP 1139445
CLIENT
Northern Beaches Council
DWG
Proposed Elevations

PROJECT #	DWG #	014
SCALE @ A1	1:100	REVISION
SCALE @ A3	1:200	C
DRAWN	AS	DATE
CHKD	AP	24/2/23



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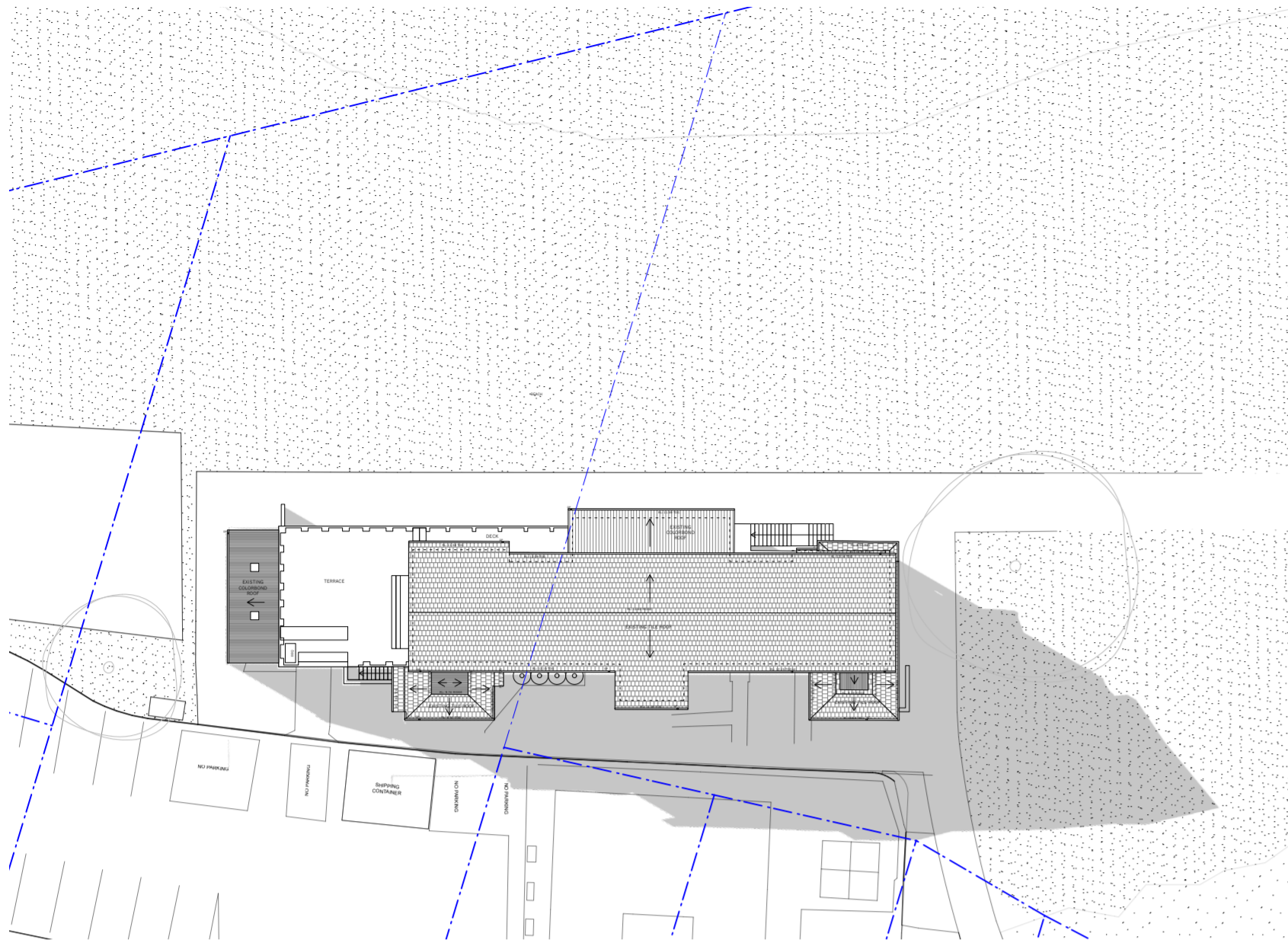


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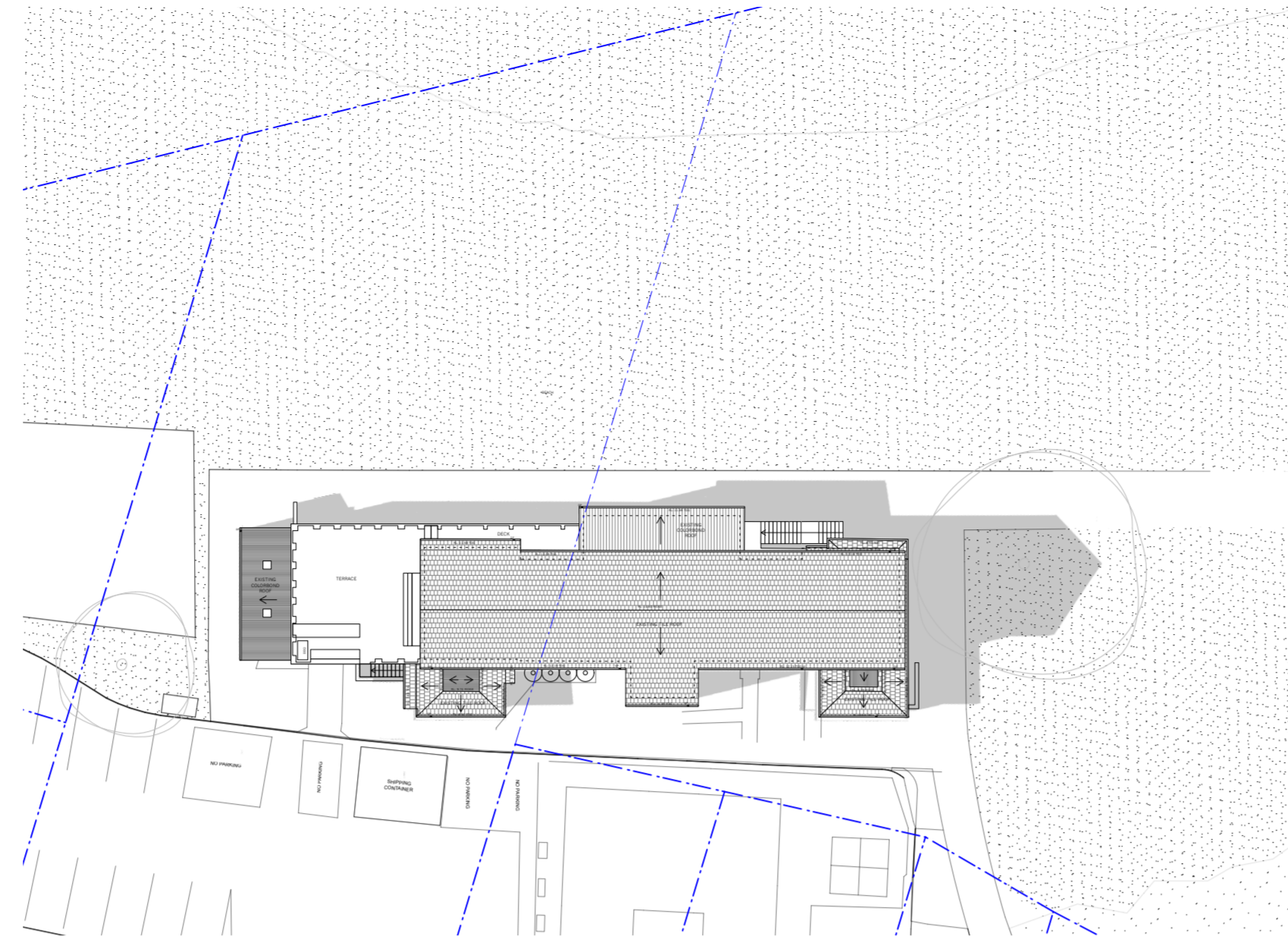
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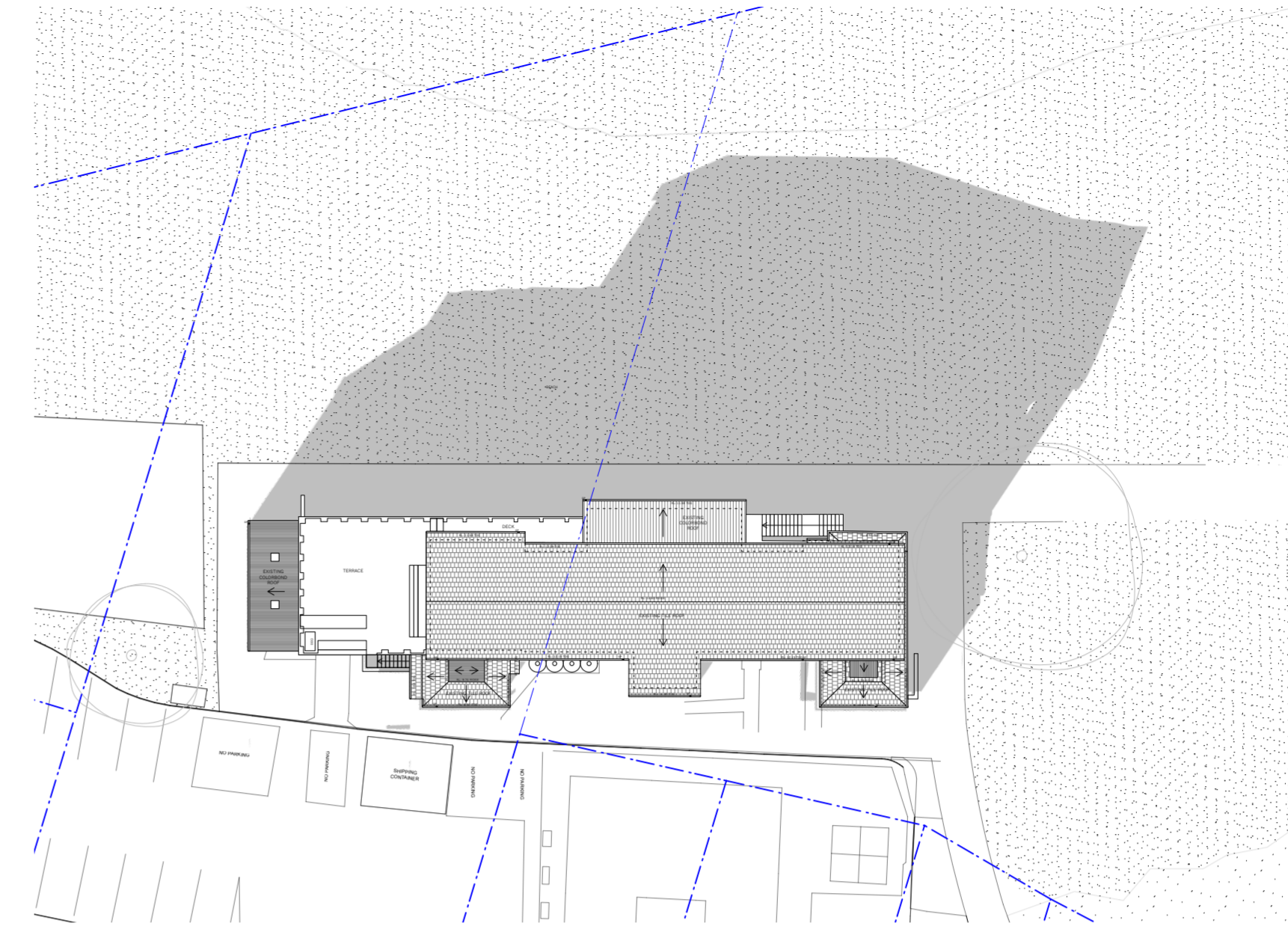
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OG	OPaque GLASS - TO SECTION J JV3 REPORT
LG	LOWE GLASS - TO SECTION J JV3 REPORT
CB	STANDING SEAM COLORBOND ROOF 'SS' GRADE - COLOUR TO SECTION J JV3 REPORT
RE	RETRACTABLE ROOF OVER TERRACE
TR	TRANSPARENT ROOF - DAMP OR EQUAL
TT	TERRAZZO TILE TO MATCH EXISTING
BW	BRICKWORK - FACE BRICK FOR MOTTLED GREY FINISH
RM	RESTORED MASONRY FOR SUBST FINISH TO MATCH EXISTING
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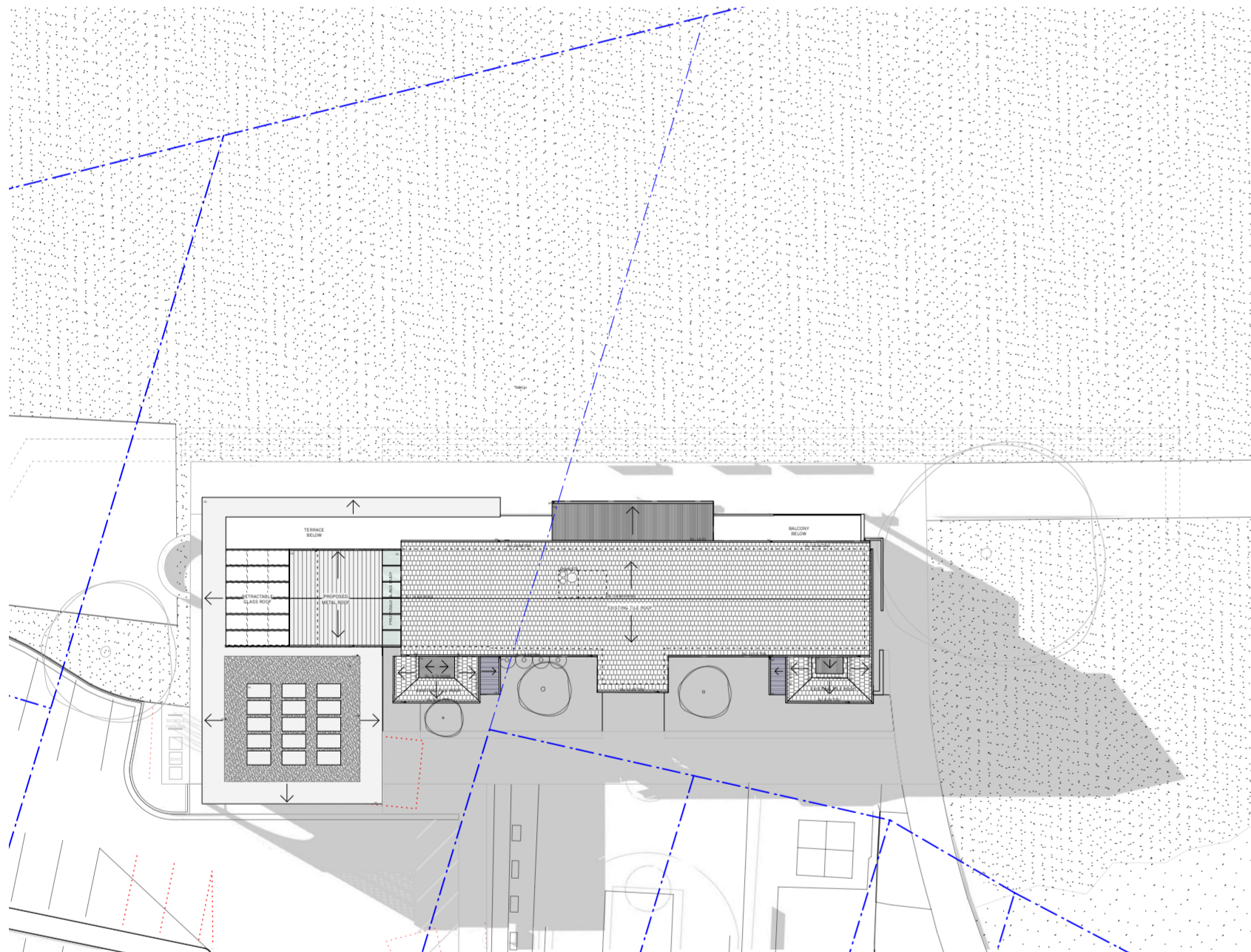
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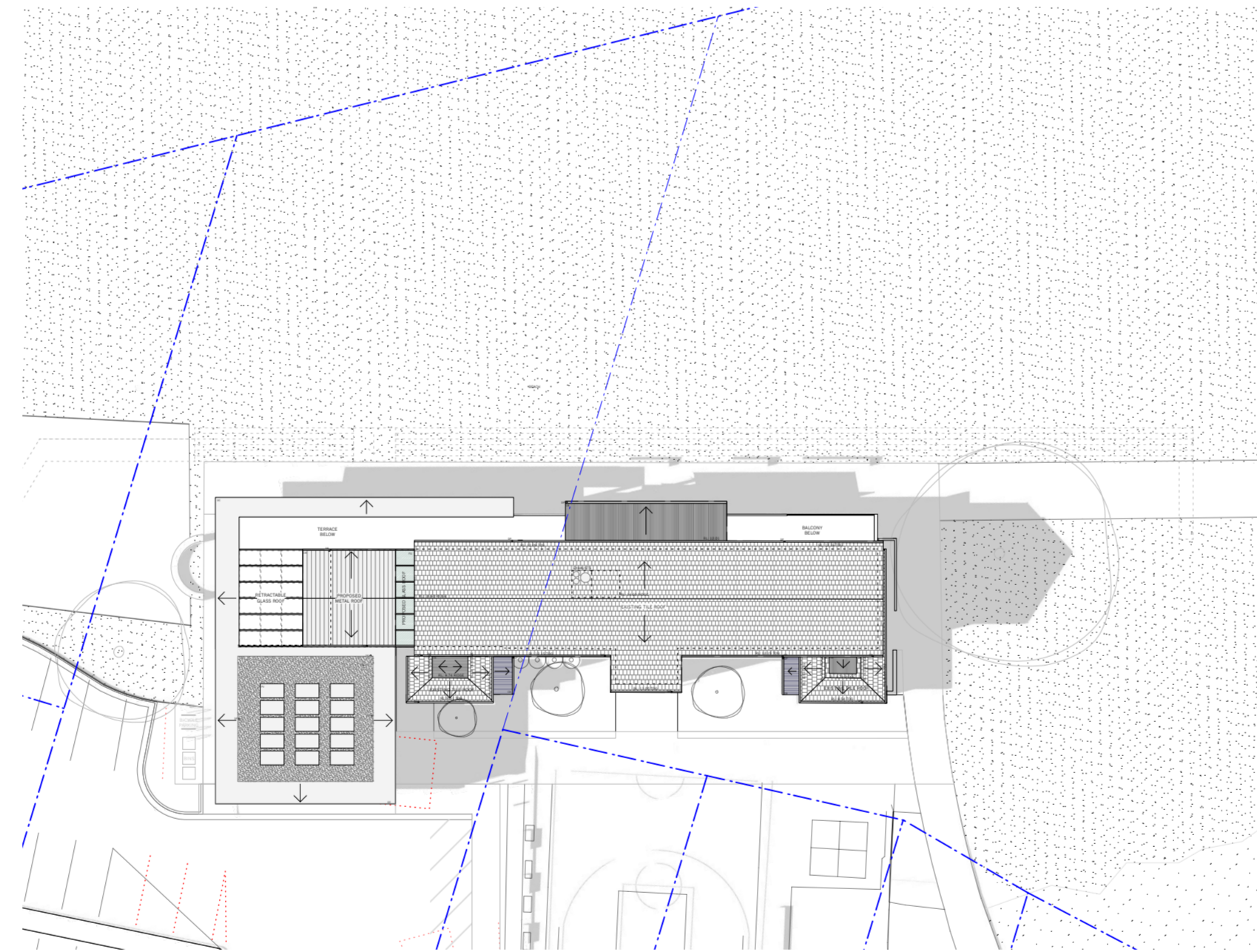
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21 June



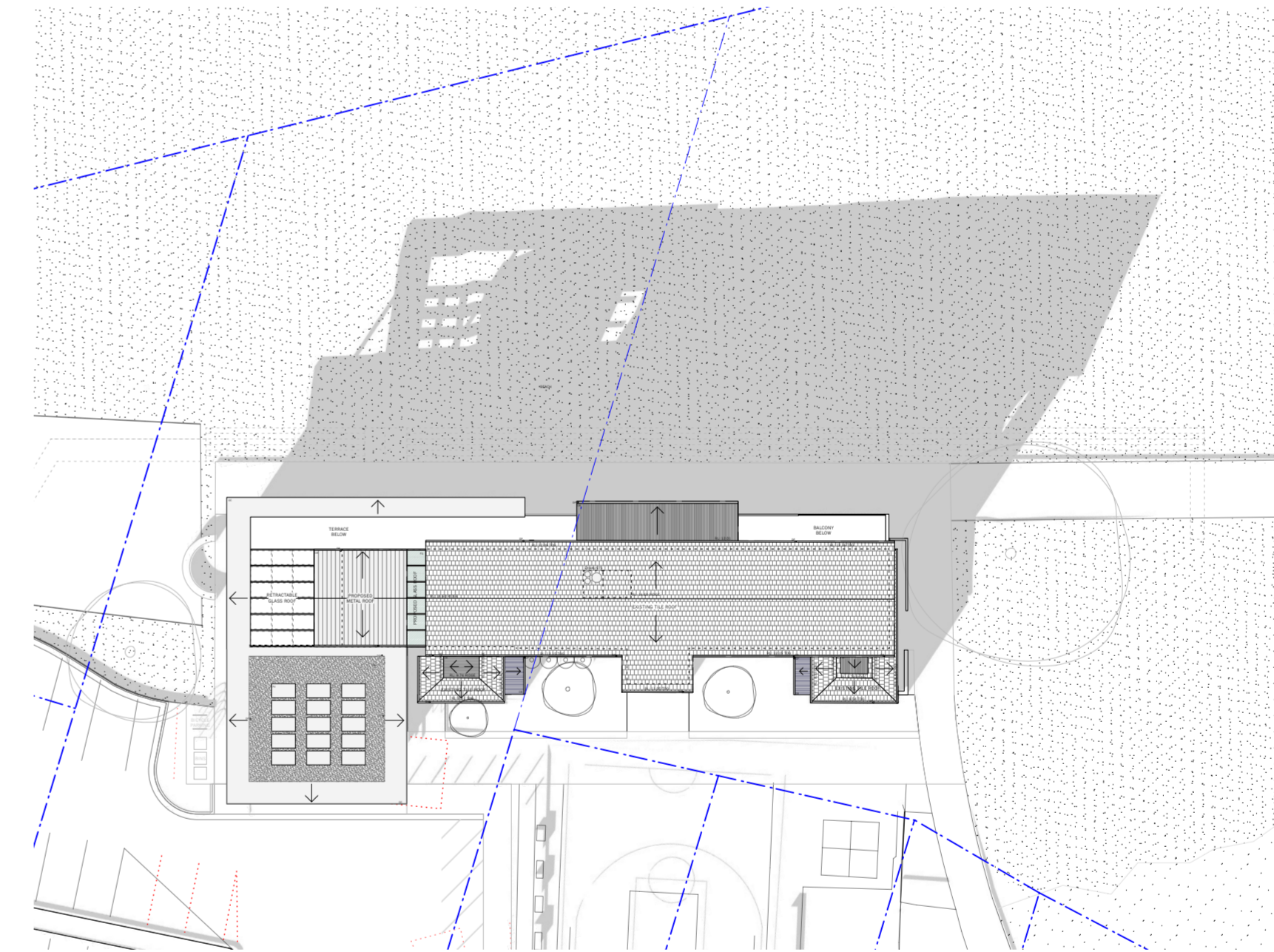
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21 June



Proposed Shadow - 9am
21 June



Proposed Shadow - 12pm
21 June



Proposed Shadow - 3pm
21 June

B 24/2/23 DA - ROOF HEIGHT REVISION AS PER NB COUNCIL REQUEST
A 25/8/21 FOR DEVELOPMENT APPLICATION
ISSUE DATE REVISION

PROJECT

Alterations and Additions to
Newport Surf Life Saving
Club

LOT DP

Lot 7094, DP 1059297 &
Lot 1, DP 1139445

CLIENT

Northern Beaches Council

DWG

Shadow Diagrams

PROJECT #

NSC 016

SCALE @ A1 1:400 REVISION B

SCALE @ A3 1:800

DRAWN AS DATE 24/2/23

CHKD AP



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BOUNDARIES.



Attachment 2 – Parking Study



TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

Suite 604, Level 6, 10 Help Street, Chatswood NSW 2067
P (02) 9411 5660 F (02) 9904 6622 W ttpa.com.au E ross@ttpa.com.au

27 February 2023
Ref: 059/2018 (Rev C)

Mr Bernard Koon
Senior Project Officer
Northern Beaches Council

E: bernard.koon@northernbeaches.nsw.gov.au

Dear Bernard

Newport Surf Club

I respond to your request to provide additional assessment in regard to the proposed alterations and additions for the NSLC.

❖ **Current Parking Demand**

The parking demand for the Council car park fluctuates significantly depending on the time of the year, the day of the week and the weather conditions. The 2022/2023 summer period was subject to significant rainfall until very recent weeks and it has not been suitable to undertake parking surveys.

However, a review of Nearmap images (see attached) provide evidence of high parking demands during the summer months, although there are limited images available and they don't capture the peak demand days.

❖ **Potential Loss of Parking Spaces**

It is understood that the potential is being considered to construct a new Club building within the existing car park with a footprint of some 1,000m². Obviously, the potential resultant loss of existing parking spaces would depend on exactly where this building would be located and what would be the treatment adjacent to the building (entrances, pathways, landscaping).

However, the attached image indicates that without consideration of the curtilage implications, just the building itself would result in the loss of 50-55 parking spaces (but could be as high as 65 spaces).

❖ **Implications of Parking Loss**

The car park has a “pay and display” management system (except for persons with a Council permit) and the image of 05.01.2013 also gives some indication of the demand for on-street parking along the residential streets to the west at busy times.

The loss of 50-55 existing parking spaces would have significant impacts for:

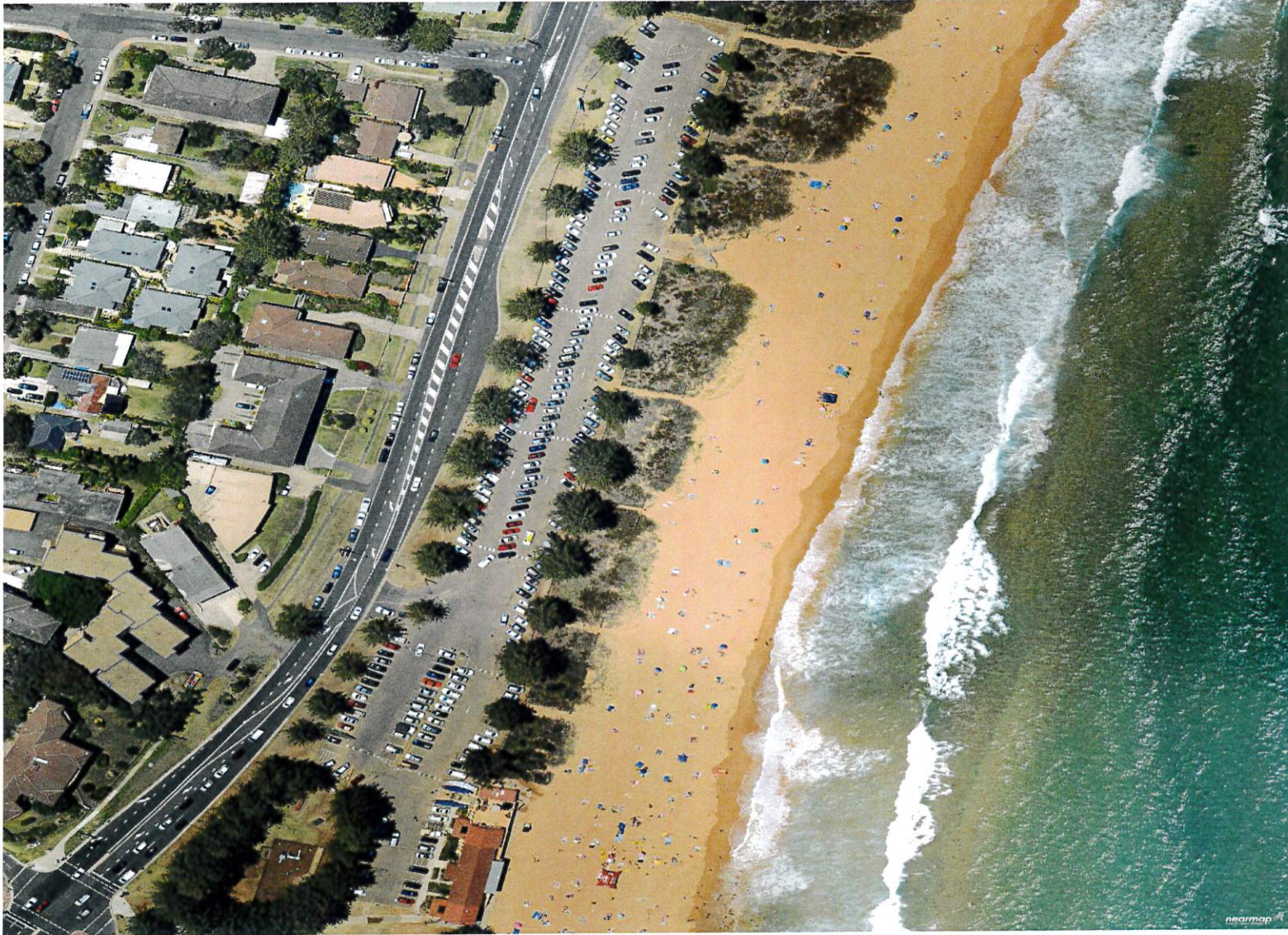
- further parking intrusion into residential streets
- significant enter, search and depart movements heightening the movements at the Barrenjoey Road access
- higher demands on the other Council car parks which are provided to support businesses in the Newport strip
- the parking available for commuters using the bus services to/from the City etc (e.g. B line).

Yours faithfully



Ross Nettle
Director
Transport and Traffic Planning Associates

05/01/2013

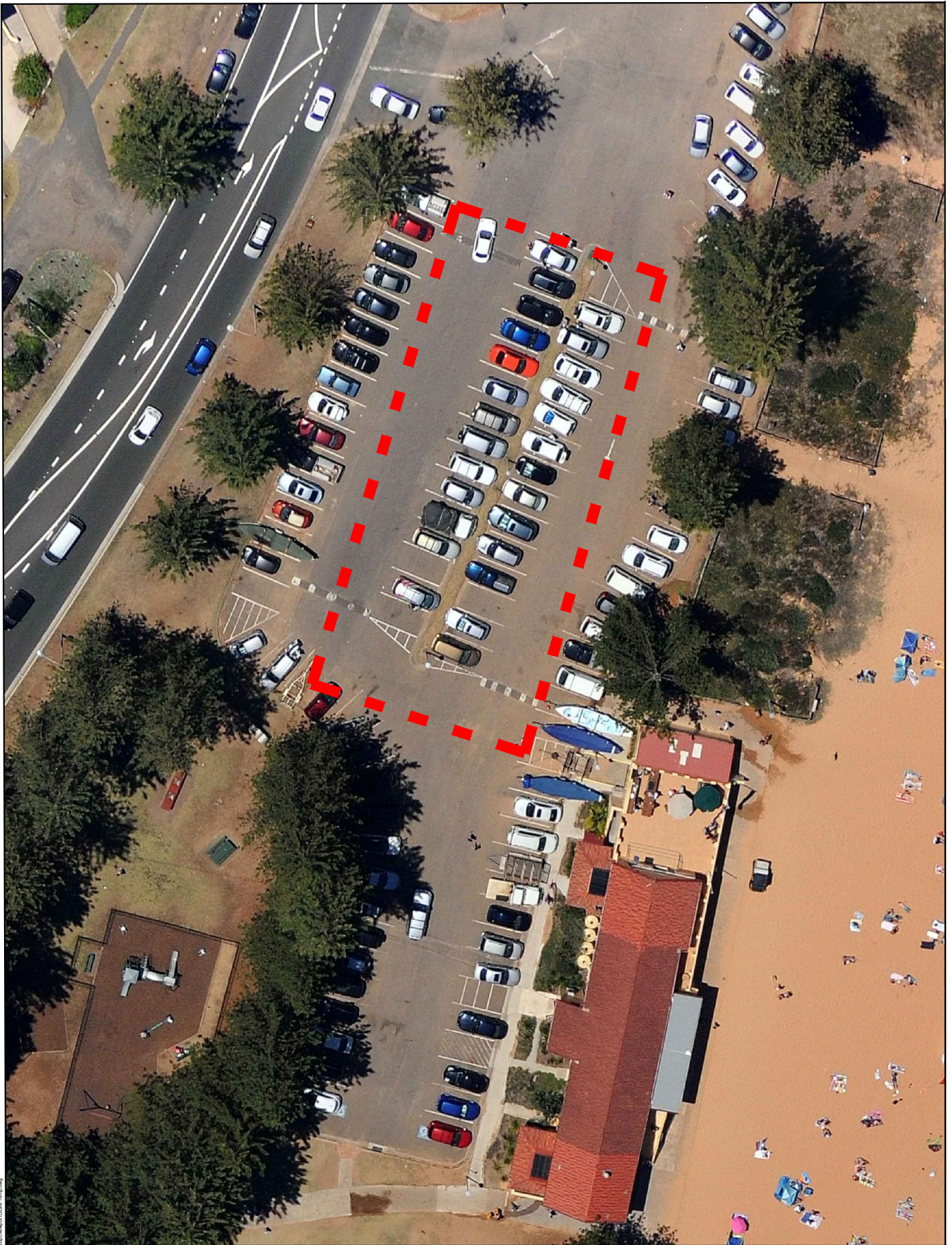


21/12/2014



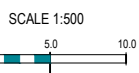
20/01/2018





Reviewed by: B-2
C:\Users\B\OneDrive\Documents\Development\Temp\A4.rvt

SCALE
A4



ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

POTENTIAL BUILDING
FOOTPRINT

Attachment 3 – Updated Options Assessment and Review Report



R h e l m

Options Assessment and Review

Newport SLSC Alterations and Additions and Ancillary Works

1 Introduction

This Options Assessment has been prepared by Rhelm, in association with Northern Beaches Planning, on behalf of Northern Beaches Council to accompany the lodgement of an application seeking a review of the determination of Development Application DA2021/2173, which sought consent for alterations and additions to the Newport Surf Life Saving Club (**SLSC**) building at 394 and 394A Barrenjoey Road, Newport (**site**).

Development Application DA2021/2173 was refused by the Sydney North Planning Panel (**SNPP**) on 5 October 2022 for five reasons relating to:

- building height non-compliance,
- suitability of the site,
- coastal protection works,
- inconsistency with the *Coastal Management Act 2016* (CM Act), and
- public interest.

This Options Assessment provides:

- a chronological timeline of events associated with the locality and the proposed development (**Section 2**);
- Evaluates the land management context and the range of constraints in the vicinity of the site (**Section 3**);
- Identifies the range of potential options for both the SLSC building and for the ancillary coastal protection works (**Section 4**); and
- Draws conclusions with regard to the selected option that was put forward in the development application (**Section 5**).

2 History

The chronological timeline of events associated with the Surf Club and the management of the beach as it relates to the proposal is summarised, as follows:

Date	Action
1909 - 1911	Newport SLSC established. The first clubhouse was erected up on the hill at the back of Neptune Street. Due to its isolation, it was called LaSolitare ¹ . After being in private ownership for a period of time, the land that forms the beach and its surrounds was purchased by Warringah Shire Council and the Department of Lands and on 8 April 1911 the beach was opened as a public beach (with dressing sheds near the shoreline).
1915	Newport SLSC second building established, closer to the shoreline than the first building (La Solitare).
1933	Newport SLSC third (and present) building established in its current location. The buildings were opened on 30 September 1933 ² . The building is considered to be representative of Inter-War Mediterranean style club houses. <i>The building has been placed to give the maximum of convenience to surfers and those who safeguard the beaches (The Sun, 1 October 1933).</i>
1937, 1957 and 1962	External additions to the SLSC building were completed by 1937 ³ . Further extensions/modifications to the building were completed in 1957 and 1962. Evidence of Norfolk Pines planted in imagery dated 1950's ⁴ .
1974	May/June 1974 coastal storm/erosion event ('Sygna storm' – placement of rock material and possibly other materials to protect the SLSC building).
1980	Dune formation works to stabilise dunes after the 1974 event (PWD, 1985).
1985	Warringah Shire Council <i>Coastal Management Strategy</i> (PWD, 1985) – Newport Beach section identified 'Consider relocating club away from active beach zone when it is to be replaced, extended or renovated'. The relocation site is shown immediately landward of the existing building location.
2001	Alterations and additions completed for SLSC building.
1 April 2005	Advertisements were placed in the Manly Daily advising of community consultation sessions in relation to a draft plan of management for Newport Beach. Signs were also erected throughout the Newport area, with letters also sent to key community groups.
14 April 2005	A public meeting was held at Newport SLSC building in relation to the draft plan of management for Newport Beach.
26 May 2005	A second public meeting was held at the community hall at Spurway Park in relation to the draft plan of management for Newport Beach.
July – August 2005	The <i>Draft Ocean Beaches Plan of Management: Newport Beach</i> (Pittwater Council, 2005) was publicly exhibited.

¹ <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2270445>, accessed 21 November 2022

² ibid

³ ibid

⁴ Aerial view across Newport Ocean Beach, looking east. (01/01/1950 - 31/12/1959), Northern Beaches Council, accessed 21 Nov 2022, <https://northernbeaches.recollect.net.au/nodes/view/28501>

Date	Action
19 September 2005	The <i>Draft Ocean Beaches Plan of Management: Newport Beach</i> was presented to Council. Council subsequently deferred the matter to allow for further public consultation.
21 February 2006	A public meeting was held with the community to discuss any necessary changes to the <i>Draft Ocean Beaches Plan of Management: Newport Beach</i> .
23 March – 3 May 2006	The <i>Amended Draft Ocean Beaches Plan of Management: Newport Beach</i> was publicly exhibited.
19 June 2006	The <i>Ocean Beaches Plan of Management: Newport Beach</i> was adopted by Council. The PoM supersedes all previous plans, including the PWD (1985) <i>Coastal Management Strategy</i> . No relocation of the SLSC building identified in the adopted PoM.
June 2009	Pittwater LEP 1993 – Newport SLSC listed as an item of local heritage in the PLEP 1993 from this version of the LEP onwards and carried through to the PLEP 2014 when the 1993 LEP was repealed.
2011	<p>Newport SLSC approached the then Pittwater Council and identified issues with the club house and growing membership and suggested a process of community and member consultation that the Club would implement to gauge the views of our members and the local community, with a view to expanding the building and report back. The Council agreed.</p> <p>See attached documents:</p> <ul style="list-style-type: none"> • Have your say on the Newport Clubhouse Masterplanning Process!! • Newport SLSC Masterplan “Think Tank” presentation • Newport Clubhouse Master planning questionnaire.
2012	<p>Newport SLSC presented the Council with a position paper that identified feedback from members and the community and possible mass modelling options for the potential extension of the existing club facilities. The options included differing designs with extensions to the northern and western façades of the building, including a detached standalone building between the existing SLSC building and the playground, or at various locations in Bert Payne Reserve.</p> <p>A preferred modelling option, with no standalone facilities, was subsequently agreed, with Council commenting that:</p> <ul style="list-style-type: none"> • The proposal should work as closely as possible with the existing footprint of the building, • Any expansion of the existing building footprint eastwards / northwards or southwards would likely be unsupported on Coastal Engineering grounds. • The expansion of the Club facilities on the western side of the Clubhouse was would likely result in detrimental impacts upon the heritage fabric of the existing heritage Clubhouse. <p>See attached documents:</p> <ul style="list-style-type: none"> • Newport SLSC Masterplanning Process Strategy Paper • Stage 1 Masterplan • Newport SLSC Club Expansion Masterplan & Remote Public Amenities Block Options.
2013	The Newport SLSC engaged and funded an architect to prepare a master plan for the SLSC (based on the preferred model) and its adjacent grounds to overcome agreed deficiencies with the building and critical pedestrian circulation issues in the public area adjacent the Club.

Date	Action
2014	The master plan was completed, and a number of meetings were held with Council to determine a way forward in order that the surf club could then fund and prepare a development application in cooperation with the Council.
2015	Heritage significance updated 14 March 2015. The heritage listing indicates that <i>'The building should be retained and conserved. A Heritage Impact Statement should be prepared for the building prior to any major works being undertaken.'</i>
August 2017	<p>The concept plan for the proposed alterations and additions to the Newport SLSC building, prepared by Daniel McNamara Architect, was notified to the local community with a request for comments and feedback.</p> <p>See attached documents:</p> <ul style="list-style-type: none"> • Concept Plans 2017
September 2017	<p>A What We Heard report collating the responses to the community consultation was released. 78 submissions were received in support, three were opposed to the proposal and one raised concern. The three in opposition raised concerns about potential impacts to the heritage significance of the building.</p> <p>See attached documents:</p> <ul style="list-style-type: none"> • What We Heard Report
December 2017	Council issued owners consent to lodge a development application for the proposed works.
January 2018	<p>A pre-lodgement meeting was held with Council with regards to the concept plan. The pre-lodgement report concluded:</p> <p><i>There are two overarching issues that impact upon the viability of the proposal, namely the heritage significance of the building and the coastal risk hazard that affects the site.</i></p> <p><i>At this stage, insufficient information has been provided to confirm whether or not the proposal is acceptable with regard to these factors, and further information is required prior to the lodgement of any future application.</i></p> <p><i>With respect to the coastal hazard, detailed construction information will be required to demonstrate that the majority of the existing structure is to be retained, and that both the retained structures and the new works can withstand the coastal hazard that affects the site.</i></p> <p><i>With respect to heritage, Council's Heritage Officer (Janine Formica), is available for further discussions once a more comprehensive heritage impact assessment and conservation management plan have been prepared for the site.</i></p> <p><i>The application also proposes a change to the amount and allocation of parking, which may require a change to the Plan of Management for Newport Beach. As changes to a Plan of Management are subject to public exhibition and input from key stakeholders, ideally this process should be undertaken prior to the lodgement of any future application.</i></p>
July 2019	Engineering investigations for the design of the proposed works commence.

Date	Action
January 2020	A separate proposal is announced with regard to the creation of a youth space, comprising a half-court basketball court, a handball court and exercise equipment, in the area between the existing Newport SLSC building and the playground to the west.
February 2020	<p>Further discussions were held between Newport SLSC and the Heritage Officers from Council.</p> <p>Concerns were raised in relation to the dominance of the proposed additions on the western façade and the detailing of the eastern façade. Council advised:</p> <p><i>This is not a new surf club building, but an addition to a Council owned and listed heritage item and retaining the heritage significance of this building should be Council’s aim. As an owner of a heritage asset, Council has a responsibility to look after and manage the heritage significance of the building and set an example to private owners of heritage and the community generally.</i></p> <p><i>As you know we have responded to Peter Horton on the coastal management issues. It would appear from his response that he may be recommending complete removal of the building, which we have indicated would be the only unacceptable option from a heritage point of view.</i></p>
February 2020	<p>An <i>Assessment of Options for the Redevelopment of Newport SLSC, with Updated Consideration of Risk from Coastal Erosion/Recession</i> was prepared by Horton Coastal Engineering.</p> <p>The options considered for the redevelopment of Newport SLSC we are follows:</p> <ol style="list-style-type: none"> 1. current concept, no piles or seawall/revetment. 2. current concept, new portion on piles, no seawall/revetment. 3. current concept entirely on piles, no seawall/revetment. 4. demolish and rebuild on piles, no seawall/revetment. 5. current concept, no piles, with rock revetment protection. 6. current concept, no piles, with vertical or hybrid seawall protection. 7. demolish and rebuild, no piles, with revetment or seawall protection. <p>See attached document:</p> <ul style="list-style-type: none"> • Assessment of Options for Redevelopment of Newport SLSC, with Updated Consideration of Risk from Coastal Erosion/Recession by Horton Coastal Engineering.
June 2020	Coastal investigations are completed, with a decision made to proceed with a new seawall to protect the Newport SLSC building.
November 2020 – January 2021	The revised concept plan was publicly exhibited.
December 2020	<p>Further coastal investigation was undertaken, with six different seawall designs.</p> <p>See attached document:</p> <ul style="list-style-type: none"> • Initial Discussion on Potential Seawall Layouts at Newport SLSC by Horton Coastal Engineering.
May 2021	<p>A Community and Stakeholder Engagement Report was released. Over 80 percent of respondents indicated they either supported the proposed extension concept plan or supported it with (minor) changes. 80 percent of respondents indicated the proposal would improve the existing facility. With regards to heritage, Council received 48 supportive and 44 unsupportive comments, with mixed sentiments.</p> <p>See attached document:</p>

Date	Action
	<ul style="list-style-type: none"><li data-bbox="379 331 970 360">• Community and Stakeholder Engagement Report.
November 2021	The subject development application was lodged with Council.

3 Context and Constraints

3.1 Ocean Beaches Plan of Management: Newport Beach

The site is Crown Land and forms part of Crown Reserve No. 60118 – Farrells Reserve that is managed by Northern Beaches Council in accordance with the *Ocean Beaches Plan of Management: Newport Beach*.

The Newport SLSC building is located within the part of the reserve categorised for General Community Use, as shown in green on **Figure 3-1**.

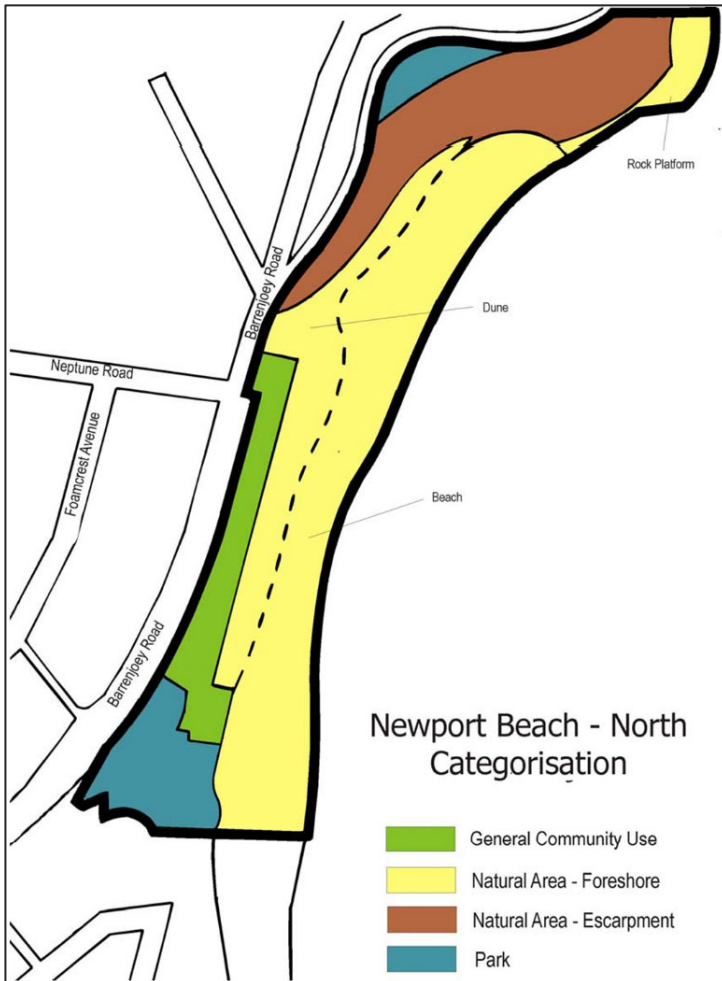


Figure 3-1 Categorisation Diagram of North End of Newport Beach (Source: *Ocean Beaches Plan of Management: Newport Beach*)

The *Ocean Beaches Plan of Management: Newport Beach* was adopted by Council on 19 June 2006, approximately five years prior to the commencement of the current proposal for alterations and additions to the Newport SLSC building. The *Ocean Beaches Plan of Management: Newport Beach* went through rigorous community consultation and is reasonably relied upon to inform the development potential of the site and the scope of works anticipated by the community at the subject site.

In accordance with Section 35 of the *Local Government Act 1993*, community land must be managed in accordance with the plan of management applicable to the land. With respect to the Newport SLSC building, the *Ocean Beaches Plan of Management: Newport Beach* anticipates that Council, together

with the Newport beach SLSC, are to maintain and upgrade the surf club building and surrounds as required, having regard to public safety. The proposed alterations and additions to the existing building, together with the ancillary coastal protection works, provide for the maintenance and upgrade of the Newport SLSC building, consistent with the provisions of the *Ocean Beaches Plan of Management: Newport Beach*.

The *Ocean Beaches Plan of Management: Newport Beach* does not contemplate the construction of separate buildings, or the demolition of the existing surf club building and the construction of a new surf club building elsewhere on the site.

Should any such options be considered, it is reasonable to assume that such buildings should be maintained within the part of the site designated for General Community Use, shown green in **Figure 3-1**. This would essentially limit the location of any new building to the current footprint, the youth area, and the carpark.

3.2 Catchment Flooding

The central portion of Newport Beach, being the area to the south of the existing Newport SLSC building, was previously an entrance to a lagoon and is subject to catchment flooding, as shown in the extract of the Flood Hazard Map in **Figure 3-2**.



Figure 3-2 Extract of NBC Flood Hazard Map with low flood risk precinct in green, medium risk flood precinct in blue and high risk flood precinct in red (source: Northern Beaches Council)

The flood affectation of the land to the south of the existing Newport SLSC building significantly compromises the development potential of the site. In consideration of the applicable flood levels and

the degree/likelihood of the hazard occurrence, the existing park is not an appropriate location for a community facility or amenities building.

It is noted that the proposed additions at the northern end of the Newport SLSC building are generally beyond the extent of the flood hazard, as shown on **Figure 3-2**, and have been supported by Council’s Flood Engineers.

3.3 Coastal Hazard

The subject site is affected by coastal hazards, with the hazard lines depicted in **Figure 3-3**. In consideration of these hazard lines and noting the other constraints/hazards impacting the site, there is no other location at the site that could accommodate a new surf club building that was generally not affected by coastal hazards of some form.

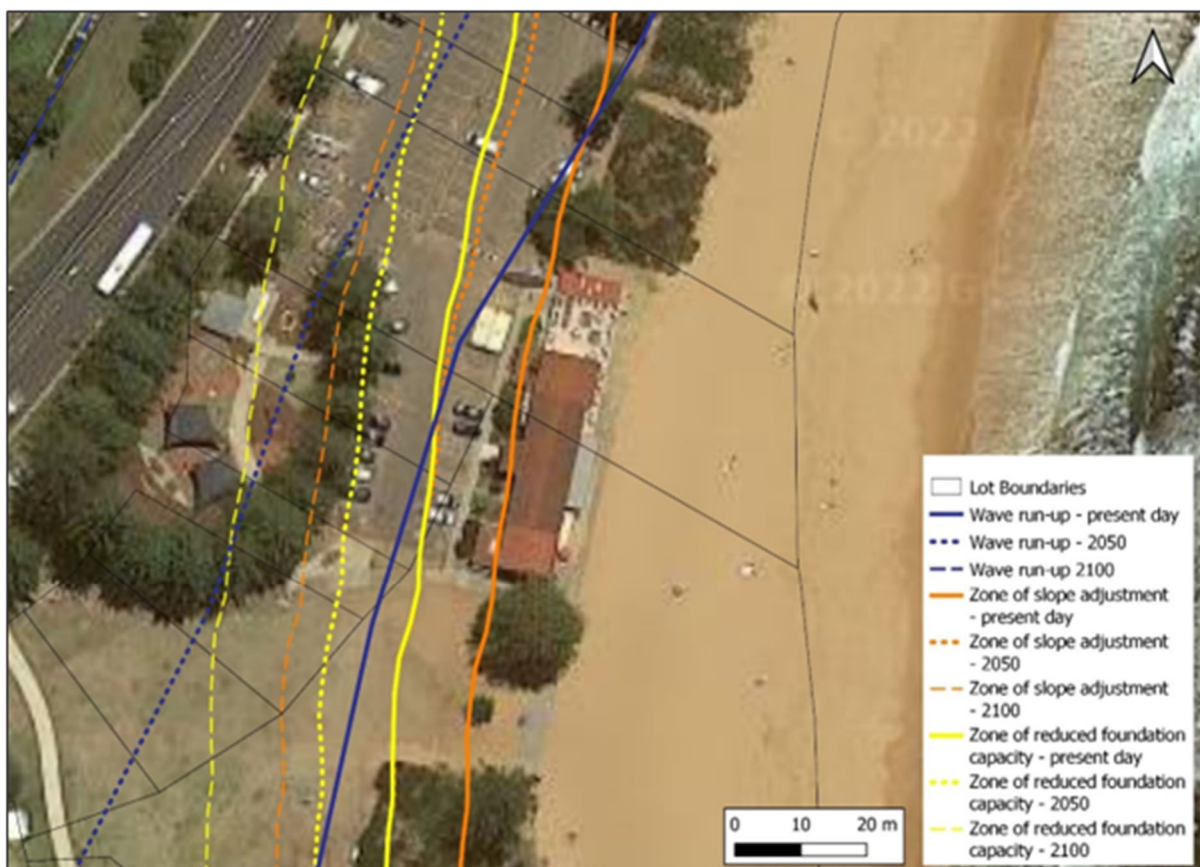


Figure 3-3 Coastal hazard lines (after: Worley Parsons, 2015), aerial image: Google Satellite, 12 March 2018

3.4 Heritage

The Newport SLSC building is identified as an item of local heritage significance, as shown on the Heritage Map of PLEP 2014 and as listed in Schedule 5 of PLEP 2014. The building has been listed as a heritage item since 2009.

Throughout the design process, the need to retain and preserve the existing heritage building has been emphasised by Council and the local community. Council was particularly strong in their position to preserve the existing heritage building, as communicated to the Newport SLSC club in February 2020:

This is not a new surf club building, but an addition to a Council owned and listed heritage item and retaining the heritage significance of this building should be Council's aim... As an owner of a heritage asset, Council has a responsibility to look after and manage the heritage significance of the building and set an example to private owners of heritage and the community generally.

As you know we have responded to Peter Horton on the coastal management issues. It would appear from his response that he may be recommending complete removal of the building, which we have indicated would be the only unacceptable option from a heritage point of view.

The historical feedback from Council categorically ruled out any possibility of demolishing/relocating the surf club building, with other options involving standalone facilities also discouraged due to impacts upon the heritage curtilage.

It is also noted that the most significant aspect of the existing building is its direct visual connection and views to the beach. This is unable to be achieved or replicated in any other location at the site.

The proposed additions are generally maintained within the footprint of the existing building, with a contemporary extension at the north-western corner that has been sympathetically designed so as not to detract from the significance of the existing building. This approach has been supported by Heritage 21 and Council's Heritage Officers to date as being an acceptable approach to ensure the heritage significance of the building, consistent with the provisions of clause 5.10 of PLEP 2014.

3.5 Parking

The carpark to the north-west of the Newport SLSC building is utilised as a "Park and Ride" facility and provides parking for visitors to the beach, the park/reserve and the nearby commercial village. During winter months, the northern end of the carpark is also used for winter sports including netball, basketball and tennis.

In the time since the proposal was originally initiated, the use of the carpark for parking associated with the B-Line was also contemplated and community sentiment regarding the lack of parking within the Newport Village has been strong in response to Development Applications for medium density development. In this respect and noting the popularity of the area in the summer months, all efforts have been made to ensure that any proposed development does not result in the loss of public parking. As such, a detached building within the carpark to the north-west of the existing building was not considered to be a viable design option.

Further to the above and in accordance with advice received from Traffic and Transport Planning Associates (TTPA; dated 24 February 2023), the construction of a new SLSC building in another location in the car park would result in an unacceptable level of impact on the car park. If a new SLSC building were located on the flood free land within the car park, and considering only the curtilage of a new SLSC building, TTPA estimated a loss of 50-55 car spaces (and up to 65 car spaces). TTPA (2023) considered that the loss of 50-55 car spaces would have significant impacts in relation to:

- *Further parking intrusion into residential streets;*
- *Significant enter, search and depart movements, heightening the movements at the Barrenjoey Road access;*
- *Higher demands on the other Council car parks nearby that support businesses in the Newport strip; and*
- *The parking available for commuters using the bus services to/from the City (e.g. B-Line).*

3.6 Underground infrastructure

A dial before you dig search conducted on 17 November 2022 reveals that a large Sydney Water sewerage main (1050 mm diameter) is located along the eastern side of Barrenjoey Road, as demonstrated on **Figure 3-4**. There are also large Council stormwater assets in the locality, largely to the south of the existing SLSC. These are shown overlaid with the 1050 mm diameter sewer on **Figure 3-5**.

The location of this infrastructure and the associated exclusion zones largely prevents the construction of any new buildings along the western extent of the subject site.

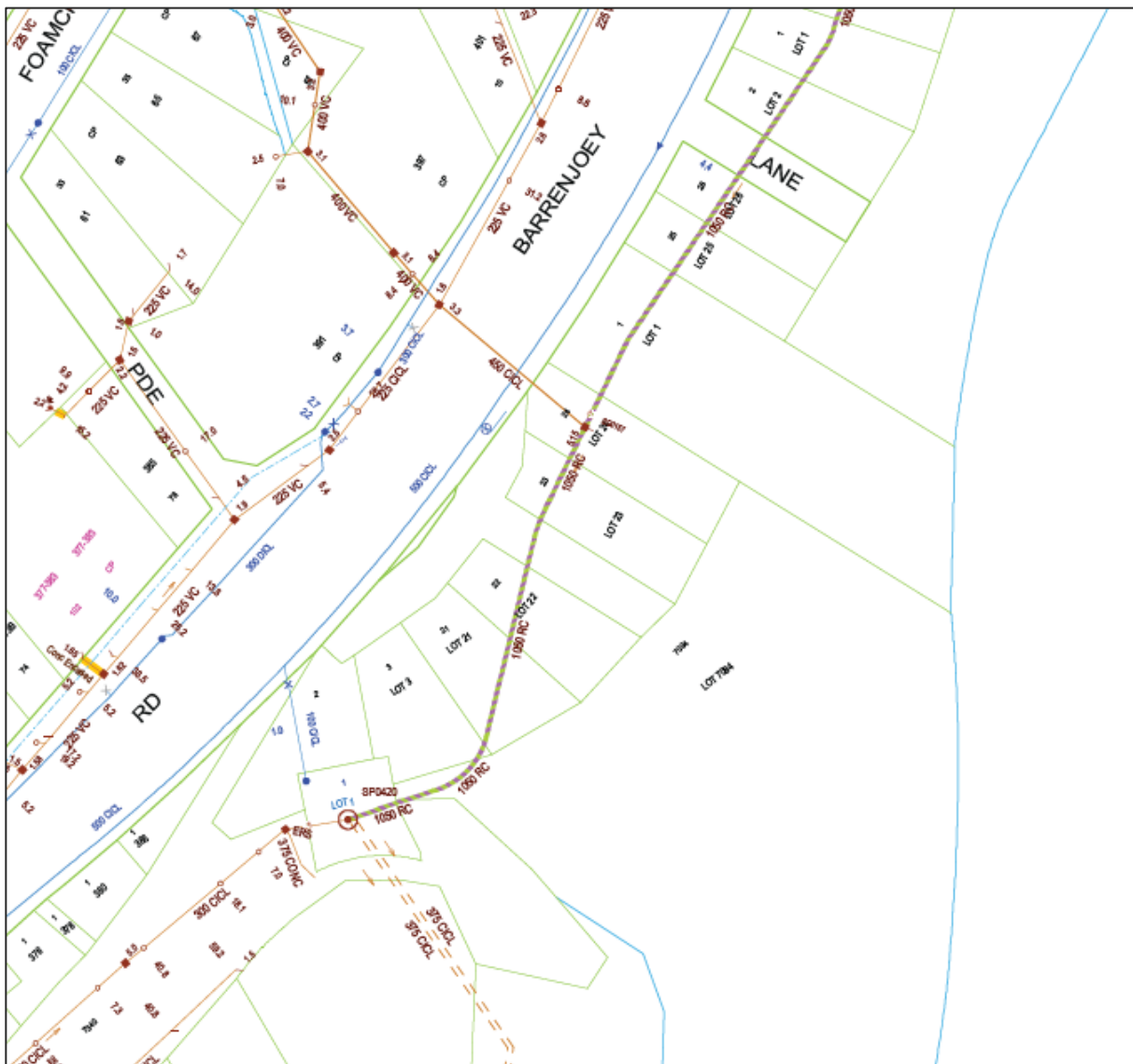


Figure 3-4 Sydney Water assets (source: DBYD search 17 November 2022)



Figure 3-5 Council stormwater and Sydney Water main sewerage line (source: DBYD search 17 November 2022)

3.7 Vegetation

The Sydney Metro Area V3.1 2016 E-VIS 4489 vegetation mapping indicates the adjacent due vegetation is PCT 772 Coast Banksia – Coast Wattle dune scrub of the Sydney Basin Bioregion and South East Corner Bioregion. This is shown in **Figure 3-6**.

There are no Threatened Ecological Communities associated with this PCT.

3.8 Operational requirements

The Newport SLSC building has a direct connection to the beach along its entire eastern facade. This is not only significant from a heritage perspective, but also with regard to the functionality and operation of the club.

The proximity of the building to the sand enables direct and unimpeded surveillance of the foreshore area for life saving purposes and provides an ease of access to move necessary equipment to the shoreline.

Relocating the surf club building to the north-west of its current location would not be advantageous to the operation of the club, noting that it would be separated from the foreshore by the dunes, with limited direct connectivity to the sand.

The location of the existing building, which contains public amenities, is also centrally located for use by visitors to the beach, the reserve, and the playground/youth area alike. This would also be compromised

if the building was to be relocated into the carpark to the north-west, with the ability to provide separate amenities to the south challenged by the flood affectation of the land.

3.9 Constraint Summary

Figure 3-6 shows an overlay of the range of constraints at the site and indicates that the majority of the land in the vicinity of the SLSC has some form of constraint that affects development. **Figure 3-6** indicates that there is a small area to the north of the existing SLSC (within the carpark) that does not have a flood constraint and that is landward of the Sydney Water sewerage system, but it is noted that the area is encumbered by coastal hazards (erosion and inundation).

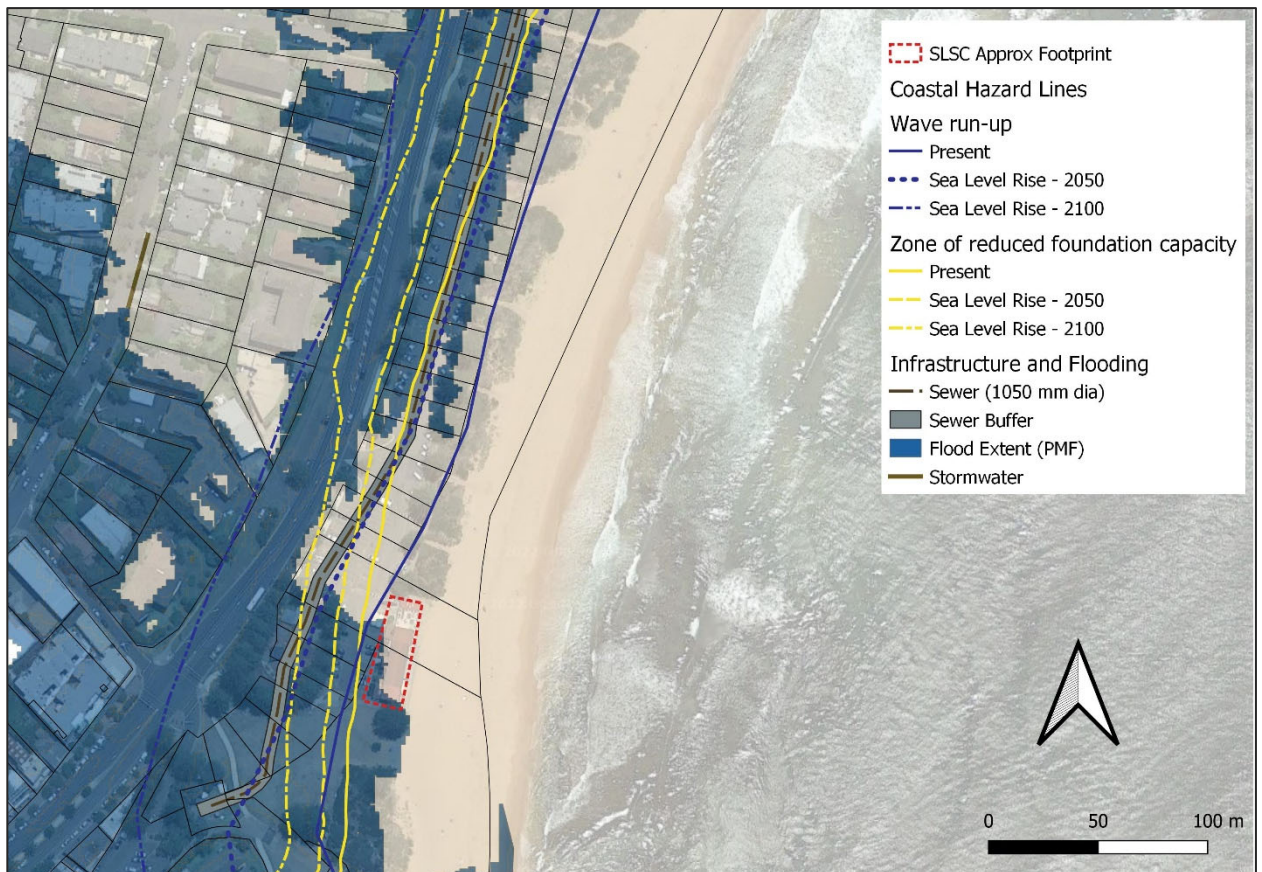


Figure 3-6 Mapped constraints - Newport SLSC and surrounds

4 Options

There are a range of options to meet the needs of the SLSC operations and ongoing provision of public amenities. These are options can be evaluated broadly in two categories:

- Built form options (**Section 4.1**); and
- Coastal protection/building foundation options (**Section 4.2**).

Many of these options have been explored and documented as part of studies to inform the development application and where this is the case, it is noted below.

The combination of built form and coastal protection/building foundation options with respect to the option selected for the development application is explored in **Section 4.3**.

4.1 SLSC Built Form Options

Key options for meeting the needs of the SLSC operations and provision of public amenities with respect to the built form are:

- Option SLSCB – 1 - Do nothing;
- Option SLSCB – 2 – Alterations and additions to existing building (explored in the Daniel McNamara Architect Stage 1 Masterplan, 2013 Options 1 – 4);
- Option SLSCB – 3 - Retain existing heritage building and construct supplementary buildings (for example, explored in the SLSC options assessment of 2012 as amenities buildings Options 1 and 2, to the west and south of the existing building);
- Option SLSCB – 4 - Demolish existing building and build new building (existing location); and
- Option SLSCB – 5 - Demolish existing building and build new building (different location).

An overview evaluation of each option against the range of environmental and social issues and constraints described in **Section 3** or in the Coastal Summary Report (Rhelm, 2022) is provided in **Table 4-1** using a traffic light system:

- **Red** – meaning – impact expected
- **Yellow** – meaning – neutral effect expected (no change from existing)
- **Green** – meaning – impact can be managed or no impact.

Table 4-1 identifies that Option SLSCB – 2 - Alterations and additions to existing heritage building provides the greatest benefit with the least impacts.

Table 4-1 Overview of Built Form Options Evaluation

Option	Coastal Hazard	Catchment Flood Hazard	Heritage	Vegetation	Visual	SLSC Ops/ Public Amenities	Traffic/ Parking	Recreation/Open Space
Do nothing (SLSCB-1)	Red	Yellow	Yellow	Yellow	Yellow	Red	Yellow	Yellow
Alterations and additions to existing heritage building (SLSCB – 2)	Yellow	Green	Yellow	Yellow	Yellow	Green	Green	Yellow
Retain existing heritage building and construct supplementary building(s) (SLSCB – 3)	Red	Yellow	Green	Yellow	Yellow	Red	Red	Yellow
Demolish existing heritage building and construct new building (same location) (SLSCB – 4)	Yellow	Yellow	Red	Yellow	Yellow	Green	Green	Yellow
Demolish existing heritage building and construct new building (different location, e.g. in non-flood prone area to north) (SLSCB – 5)	Green	Green	Red	Yellow	Yellow	Red	Red	Green

Red – meaning – impact expected

Yellow – meaning – neutral effect expected (no change from existing)

Green – meaning – impact can be managed or no impact.

4.2 Coastal Protection Works/Building Foundation Options

As evident in the *Assessment of Options for Redevelopment of Newport SLSC, with Updated Consideration of Risk from Coastal Erosion/Recession* by Horton Coastal Engineering, a range of different design options for coastal protection works were explored between June 2018 and September 2020. The Horton descriptions have been retained below and the options separated into the various coastal protection works/building foundations options:

- Current concept (Proposed SLSC Alterations and Additions), no piles or seawall/revetment (i.e. retain existing ad-hoc rubble seawall) (Coastal Protection/Building Foundations - do nothing, Option CP-1);
- Current concept (Proposed SLSC Alterations and Additions), new portion on piles, no seawall/revetment (Coastal protection/Building Foundations – do nothing and part piled building foundations, Option CP-2);
- Current concept (Proposed SLSC Alterations and Additions) entirely on piles, no seawall/revetment (Coastal protection/Building Foundations – do nothing and all piled building foundations, Option CP-3);
- Demolish and rebuild on piles, no seawall/revetment (Coastal protection – do nothing and all piled building foundations, Option CP-4);

- Current concept (Proposed SLSC Alterations and Additions), no piles, with rock revetment protection (Coastal protection – new rock revetment, Option CP–5);
- Current concept (Proposed SLSC Alterations and Additions), no piles, with vertical or hybrid seawall protection (Coastal protection – vertical/hybrid seawall, Option CP–6); and
- Demolish and rebuild, no piles, with revetment or seawall protection (Coastal protection – revetment/seawall). This options was not considered further as it is effectively covered under other options

There is also a further option, which is coastal protection via setback and dune reinstatement (Option CP–7).

An overview evaluation of each option with respect to risk is provided in **Table 4-2** using a traffic light system:

- **Red** – meaning – increased risk (for example risk of damage to an asset or adjacent property)
- **Yellow** – meaning – neutral change to risk expected (no change from existing)
- **Green** – meaning – reduction in risk (e.g. to an asset) or improvement in the management of a risk.

Table 4-2 Overview of Coastal Protection/Building Foundation Options Management of Risk

Option	Present Erosion Hazard	Present Inundation Hazard	2100 Erosion Hazard Heritage	2100 Inundation Hazard	Beach Amenity	SLSC Ops	Effects on Other Property	Building Stability
CP/BF -1 - Do nothing	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Red
CP-2 – Do nothing and part piles	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green
CP-3 and CP-4 – Do nothing and all piles	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green
CP-5 – No piles, New rock revetment	Green	Green	Green	Green	Yellow	Yellow	Yellow	Green
CP-6 – No piles, vertical or hybrid seawall	Green	Green	Green	Green	Yellow	Yellow	Yellow	Green
CP-7 – No piles, dunes and setback	Green	Green	Yellow	Yellow	Yellow	Red	Yellow	Red

Red – meaning – impact expected

Yellow – meaning – neutral effect expected (no change from existing)

Green – meaning – impact can be managed or no impact.

Table 4-2 identifies that Option CP-5 – No piles, New rock revetment and Option CP6 – No piles, Vertical or hybrid seawall seek to manage risks. Note that the ‘do nothing’ option does not assist with the

reduction of risk to existing assets and public safety (e.g. from wave overtopping), in addition to which doing nothing exposes the existing built asset to a greater risk over time.

4.3 Selected DA Option

The assessment of options in **Table 4-1** and **Table 4-2** demonstrates that the combination of the proposed alterations and additions (SLSCB – 2) and ancillary coastal protection works (CP-5 or CP-6) such as those proposed in the development application can either manage the potential impacts or risks or have neutral effect on the range of key issues and risks for the locality.

The design approach taken for the site that is presented in the development application represents a suitable combination of options to meet the present needs as it provides for the retention and preservation of the existing heritage listed Newport SLSC building for 60 years, in addition to the protection of the two closest Norfolk Island Pines, which are identified as being contributory to the significance of the building.

5 Conclusion

Newport SLSC and Council considered various alternate design solutions to address the competing constraints associated with the subject site. This options assessment has identified that the proposed design solution is considered to be a reasonable approach to the redevelopment of the site, which appropriately balances the various factors at play.

The consent authority can be satisfied that the proposed seawall will not result in any adverse impacts upon the amenity or function of the beach or intertidal zone and will not impinge upon public access to/from the beach. The proposed seawall is far superior to the existing rock wall to the east of the Newport SLSC building that was constructed following the 1974 storm event, with the proposed development providing for enhanced access following a significant storm event compared to that which currently exists.



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Attachment 4 - Photomontages





