

Our Ref: M220260

15 March 2024

Mr Adam Croft
Principal Planner
Northern Beaches Council
PO Box 82
MANLY NSW 1655

Dear Mr Croft,

**Development Application DA2023/0951 (PAN-351508)
No 46 Prince Alfred Parade, Newport**

I refer to your letter issued to the Royal Motor Yacht Club Broken Bay on 16 February 2024.

Your letter identifies four remaining issues in relation to this application, that have been raised through internal referrals with Council's Traffic Engineer and Landscape Officer. We appreciate the recent meeting with yourself, Council's Director Planning and Place, Ms Louise Kerr, and other Council staff to discuss these items. Following that meeting, our project team has undertaken further work as foreshadowed to amend architectural and landscape plans and the Draft Plan of Management, which were submitted with the original Development Application.

As indicated at our recent meeting, our client seeks that the assessment of the application be finalised taking into account these amended documents, and reported to the next available Local Planning Panel meeting. We note that for our client's purposes, the Development Application must be determined no later than 19 April, 2024.

Tree removal and biodiversity

Council has raised concerns regarding potential impacts from the proposed development on Trees #2 and #4. We have therefore amended the design of the pathway in the vicinity of these trees as indicated on the revised floorplan prepared by *MCHP Architects (Attachment A)* and the updated Landscape Plan (**Attachment D**). These changes have been considered by the applicant's project arborist to determine if those changes will avoid impacts on Trees #2 and #4. That advice indicates that the proposed changes are satisfactory and will allow for both of these trees to be retained (**Attachment B**).

Visual Impact

A visual impact analysis of the proposed development was prepared by *MCPH Architects* and was submitted with the original development application to Council. This analysis generally showed the area between the foreshore and the RMYC building being mostly obscured by yachts and other watercraft, when viewed from the water. That is "the existing character" of the waterway at the site's water frontage takes on a functional role of enabling level and hard surface access at the interface between land and water, and for car parking and boat handling/movement. We note that this character is typical of marina and boating/sailing clubs across Pittwater, Hawkesbury, Sydney Harbour, Port Hacking and other waterways across Sydney, NSW and in fact internationally. As is the case with the subject site, vegetation may occur within the "backdrop" to these facilities, where topography slopes upwards from the waterfront, as is the natural circumstance.





The proposed development will not interfere with the ridgeline vegetation on the site, and that vegetated character will continue to be the backdrop against which the marina and Club is viewed. The current proposal, in our opinion, will significantly enhance the built form of the Club itself, and through amendments included in the revised Landscape Plans, will provide additional landscape that will be read in the foreground when the site is viewed from the water.

Provision of large canopy trees in the existing reclaimed/parking slab area would be difficult to achieve and would have little benefit in respect of views towards the site from the waterway. On balance, a reduction in car parking to achieve larger areas of canopy planting would also be counterproductive.

Many of the neighbouring properties have limited views of the site because of the large areas of tree canopy and other native vegetation that exist across its upper levels, and at boundaries that intersect views to the site.

Despite this, there are small areas around the site where opportunities exist for the provision of additional landscaping, including along the edges of the carparking area and on the building's elevations. These are shown on the attached plan (**Attachment C**). The amended plans provide for an increase of 108m² of landscaping compared with the existing situation on the site.

The Landscape Plan prepared by *Landart* has also been updated to provide consistency with the updated architectural plans (**Attachment D**).

Traffic and Parking

As we indicated to Council on 27 February 2024, the Club's existing facilities and car parking are managed under DA379/15 which was determined by the Land and Environment Court and which placed a maximum cap of 270 on club patrons. The proposal does not seek to increase the capacity of the Club by way of this application and therefore, parking demand and traffic generation will not change from the current scenario.

However, the RMYC understands the carparking impact of occasional major events being held at the site (an existing occurrence rather than initiated by the proposal) and is cognisant of the need for active management of its car parking areas during these events. The Plan of Management that was submitted with the original application has been updated to include additional provisions. These include, measures to open the boom gate to the lower car parking level during events (functions) or on known peak trading days. Additionally, on these days, signage will be placed at the upper car park in order to direct patrons to the lower part of the site. The amended POM is annexed to this letter (**Attachment E**).

Council's letter identified concerns with the club's loading facilities to support the proposed development. RMYC management has advised that the existing arrangements in place for all deliveries for the Club's restaurant and other food and beverage outlets will be maintained. Currently, delivery trucks enter the site and descend to the lower parking level near the boat ramp. Attached is a swept path analysis for a 12.5m HRV showing such a vehicle can safely enter the site's lower level and exit in a forward direction (**Attachment F**). These arrangement will continue. The amended Plan of Management includes provisions to limit deliveries to a HRV and to occur outside events and peak trading days.

Sydney Water sewer

The RMYC has engaged a Water Service Coordinator (WSC) to assist with identifying the proposal's impact on Sydney Water infrastructure assets on the site. A detailed survey of the site including the location of the DN375 DICL critical sewer main and DN225 PVC reticulation sewer main has been prepared and a Service Protection Report is being prepared and will be provided to Sydney Water. A copy of this report will be provided to Council when it becomes





available. Additionally, the architect has updated the Site Plan to clearly show the location of both of these Sydney Water assets. The WSC will also assist RMYC with the lodgement of an application for a s73 Compliance Certificate. This will be required by way of a condition of development consent. There is no uncertainty in this regard that would preclude the operation of an operational condition in this regard.

If you have any questions, please do not hesitate to contact me to discuss this proposal in detail.

Yours faithfully,
Planning Ingenuity Pty Ltd

Jeff Mead
MANAGING DIRECTOR

- Attachment A – Revised Architectural Plan
- Attachment B – Arborist Advice
- Attachment C – Revised Site Plan
- Attachment D – Revised Landscape Plan
- Attachment E – Revised Plan of Management
- Attachment F - Swept Path plan

