

SUBMISSIONS REPORT

WARRINGAH GOLF CLUB DA2022/2081
292 Condamine Street, North Manly (Lot 2742 DP 752038)



RESPONSES TO PUBLIC SUBMISSIONS

The purpose of this Submissions Report is to detail and respond to matters raised in the submissions received for DA2022/2081. This DA was exhibited from 22 February 2023 to 22 March 2023. A number of submissions have been received following the exhibition period and all submissions made since 1 June 2023 have been considered as part of this submissions report.

A total of seventy-two (72) submissions were received during and following the exhibition period. Of these submissions received:

- 59 were in support of the proposal,
- 3 provided commentary, and
- 13 were in objection to the proposal.

The following table provides a general overview of the matters of concerns raised by the submitters and commentary on how the relevant matters are addressed.

TABLE 1. RESPONSES TO PUBLIC SUBMISSIONS	
Matters Raised	Response
Use of land - location of development site Two submitters identified the location of the existing club house and golf shop to be a more suitable location for the proposal. This area would be more suitable for a licensed club as it is closer to the former club site and is in an already noisy area from traffic.	The proposed development has been carefully considered within the wider context of the surrounding area; including the existing Golf Course and Warringah Recreation Centre (WRC). The proposed development is considered to be a suitable location within the WRC and has been considered holistically with the wider Warringah Golf Course (WGC) site. This area is also unsuitable due to lack of space for car-parking, deliveries and overall area for intended activities. The area is also aligned with a major Sydney Water easement which prevents large scale development from being undertaken.
A submitter has identified that the site could be better used for residential purposes.	The subject site is zoned RE1 Public Recreation, within this zone residential development is prohibited. The proposed development is for an ancillary clubhouse to the Warringah Golf Course which is a recreation facility (outdoor) and is permitted with consent within the RE1 Public Recreation zone.
The Development Site is currently classified as "community" land and is further categorised as a "Natural Area Watercourse, Sportsground". The	DA2022/2081 has considered the zone of the subject site within the context of the adopted Planning Framework and Warringah Local





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<p>Local Government Act 1993 No 30 (the “Act”) Chapter 6, Part 2, Division 2, Section 47B covers leases and licences in respect of a natural area. The Act stipulates that a lease must not be granted to authorise the erection or use of a building or structure (except for walkways, pathways, etc.). Consequently, the Construction Lease in question, which facilitates the erection of a golf clubhouse and related facilities on a natural area, appears to contravene the Act and is therefore illegal.</p>	<p>Environmental Plan 2011 (WLEP2011). The proposed development is consistent with the objectives of the RE1 Public Recreation zone and will deliver a new community-based clubhouse that is intended to be used by golfers, both members of the WGC and the public, local sporting clubs and the public generally, commensurate to the wider WRC and Golf Course site.</p> <p>This RFI Response includes a detailed Flora and Fauna Assessment, inclusive of a Waterway Impact Statement prepared by Narla Environmental within Appendix 2. This Report provides a detailed assessment any potential impacts associated with the proposed development on the watercourse and ecological values within the subject site and surrounds. The Report concludes that no threatened species are expected to be impacted by the proposed development and the proposed development is unlikely to result in adverse impacts on the waterway.</p> <p>The draft Heads of Agreement in Appendix 3 has been prepared in accordance with legal advice and agreement between the registered land owner (Northern Beaches Council) and Warringah Golf Club (WGC).</p> <p>DA2022/2081 is a Regionally Significant DA as the CIV >\$5Million and Council is the landowner. DA2022/2081 is therefore decided by the Sydney North Planning Panel to ensure a reasonable assessment and decision.</p>
<p>Given the Masterplan has yet to be adopted, any development on the Development Site must adhere to the District Park Plan of Management (Final – adopted by Council 25 August 2015) or “DP PoM”. The DP PoM specifically states that the scale and intensity of future uses and development in District Park (in which the Development Site resides) is dependent on the Landscape Concept Plan (“LCP”). The development of a golf clubhouse on the development site is not in keeping with the LCP and therefore contravenes the DP PoM. Whilst the erection of a golf clubhouse for WGC was envisaged as part of the LCP currently in force, it is specifically</p>	<p>The Council Masterplan for WRC is being progressed by Council, inclusive of the WGC clubhouse.</p> <p>A Council-led Planning Proposal to amend the WLEP2011 to include the Warringah Golf Clubhouse as a Registered Club on the Additional Permitted Uses Map (APU_008) is currently in post-exhibition stage and is to be finalised at the next Council Meeting.</p>



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flagged for location at “the current North Manly Bowling Club site” not Lot 2742 DP 752038.	The District Park Plan of Management is acknowledged; however this document was prepared in 2015 and the Council Masterplan for WRC and Planning Proposal seek to improve recreational facilities pursuant to the objectives of the RE1 zone and adopted Planning Framework.
Loss of Facilities During Construction The plan leaves the community without tennis, squash and futsal facilities at least for the duration of the construction.	DA2022/2081 relates to the proposed new clubhouse only. Northern Beaches Council (Council) are responsible for the wider Warringah Recreation Centre Facilities and any future redevelopment. It is understood that the operators have made plans for accommodation of users at alternate local venues for the duration of the construction.
Loss of Facilities Following Construction Six submitters queried the loss of tennis, squash and futsal courts and a number of submitters questioned why the club house could not instead be constructed within the golf green. It is highlighted that the tennis, squash and futsal facilities are enjoyed by a greater quantity of people than the golf green, especially in consideration of the space required to undertake these activities. It is requested that replacement tennis, squash and futsal facilities be provided in the nearby area.	DA2022/2081 relates to the proposed new clubhouse only. Council are responsible for the wider Warringah Recreation Centre Facilities and any future Masterplan redevelopment.
Traffic By condensing both the Golf Club house and proposed Warringah Rec Centre facilities into the same location the traffic will be focused down the one end of the street, impacting already challenging parking and traffic. This would be further impacted if the Gymnastics centre is built directly opposite. As the masterplan has not been finalised, it is hard to understand how the intersection of Kentwell Road and Pittwater Road would cope with this additional traffic.	DA2022/2081 relates to the proposed new clubhouse only. The Traffic Impact Assessment (TIA) prepared by DA/2022/2081 assesses the anticipated traffic impacts for the proposed clubhouse and Council is responsible for the wider Warringah Recreation Centre Facilities and future Masterplan redevelopment. Additional traffic assessment would be undertaken by Council as part of the WRC Masterplan.
Keeping the parking entry/exit in the same place as currently will cause problems exiting due to the back up of traffic on Kentwell when the light is red. This happens now. Please consider asking TfNSW to amend the timing of the lights to accommodate the additional traffic.	Transport for New South Wales (TfNSW) have provided comments as part of the public exhibition for DA/2022/2081. As DA/2022/2081 relates only to the clubhouse, the wider WRC Masterplan will require consultation with TfNSW and consideration of any upgrades to signalised intersection(s) within the wider area.
The addition of a carpark on the western side of Brookvale Creek will increase congestion and if developments are approved, Council should consider no right hand turn enforcement for the new car parks servicing	Noted. This could be conditioned by Council, if reasonably required and is something that has been recommended by the Warringah Golf Club.



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the Golf Clubhouse and new Warringah Recreation Centre to avoid congestion and accidents.	
<p>Traffic - Traffic Report and Assessment</p> <p>It is noted that whilst the traffic assessment may be technically correct in only assessing the impact of the new clubhouse, Council has a duty to consider the bigger picture. The traffic assessment is flawed as it fails to consider the approved and planned changes including the approved Childcare Centre in the existing clubhouse, the new gymnastics facility and the impact of bi-directional exit from three 3 car parks.</p>	<p>DA2022/2081 relates to the proposed new clubhouse only. Council is responsible for assessing the traffic impacts associated with the wider WRC Masterplan.</p> <p>The traffic and parking surveys relate only to the increase generated by the new clubhouse. It has been considered independent of the existing golf course and recreation centre parking and traffic movement which will not change and not be impacted to an unacceptable level .</p>
<p>The traffic plan ignores the existing traffic flow in peak periods. Currently, traffic banks up from Condamine St to Pittwater Road quite regularly. That section of road would benefit from an extra lane. During the AM peak, the existing row of 90 degree angled parking utilised by golf club members has a large overhang area designed it seems, for the safe removal of golf clubs from the boots of cars. This impediment onto the carriage way, means that only a single lane of traffic is legally marked on the Southern side of the road, with only a very short left hand turn lane onto Condamine Street existing at the intersection. If the perpendicular street parking were to push south into the golf course by the 1m needed by golfers to access their clubs, a second lane of traffic would better allow for the flow up Allambie Road, whilst allowing left hand turns onto Condamine.</p>	<p>The submitted Traffic Impact Assessment prepared by PDC Consultants provides a detailed assessment of traffic impacts in accordance with the RMS Guide. The traffic impacts associated with the wider WRC Masterplan would be assessed separately and are not considered as part of DA/2022/2081.</p>
<p>The traffic report focuses on parking requirements rather than traffic flow. To improve traffic flow it is recommended to limit site entry to only on Kentwell and exit only on Pittwater and potentially initiating a 'one-way' traffic flow along the Pittwater Road perimeter.</p>	<p>DA2022/2081 relates to the proposed new clubhouse only. Council is responsible for assessing the traffic impacts associated with the wider WRC Masterplan.</p>
<p>Parking - Traffic Report and Assessment</p> <p>The existing parking demand surveys were not conducted during morning peak between the hours of 8.00am-9.30am on a weekday when the parking along Kentwell Road is almost at capacity. Section 2.5.3 (page 19) of the traffic report incorrectly states "that the parking demand does not exceed 48% along Kentwell Road...during a typical weekday." Instead, it did not exceed it at the times surveyed, but would during morning peak. On</p>	<p>DA2022/2081 relates to the proposed new clubhouse only. Council is responsible for assessing the traffic impacts associated with the wider WRC Masterplan.</p>



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weekends the on-street parking at Kentwell Road is 100% utilised due to golf. Will on street parking still be allowed along Kentwell?	
The traffic report seems to focus primarily on the usage of bistro and function centre patrons and fails to address the usage by golf players. The relocation of the club-house and pro shop will fundamentally shift the demand for parking to the eastern end of Kentwell Road (at Pittwater Road), rather than the Western end (at Condamine Street) as golfers sign-in before a game.	DA2022/2081 relates to the proposed new clubhouse only. Council is responsible for assessing the traffic impacts associated with the wider WRC Masterplan.
90 minute patronage time is not reflective of the time taken to play 18 holes of golf prior to enjoying a meal that the club-house, in which case the length of stay is more likely to be in the order of 4 hours. Section 5.1.1 of the traffic report states, "Given the type of land-uses within the proposed club house an average length of stay of 90 minutes is considered appropriate." This may be appropriate for a normal clubhouse however an 18hole round of golf generally takes 4hrs. I'm not sure that has been factored in.	DA2022/2081 relates to the proposed new clubhouse only. Council is responsible for assessing the traffic impacts associated with the wider WRC Masterplan. The car parks are for the clubhouse patrons. The existing parking for golf course players will continue to be used for same.
The parking estimate of 73 car spaces, then goes onto address the delivery of just 9 spaces within the Golf Club's site. Why just 9? What brought on this split for 9 to be accommodated by the Golf Club, and the other parking spaces by Council?	DA2022/2081 relates to the proposed new clubhouse only. Council is responsible for assessing the traffic impacts associated with the wider WRC Masterplan. The nine spaces are for staff and contractors. The intention is to not impact the club house and recreation centre parking with staff and contractor requirements.
It is difficult to assess the traffic plan when the carparks and updated Warringah Recreation Club facilities are only indicative as they will be built and maintained by Council. The traffic report states that the clubhouse users "would likely be able to park at any of these locations [Kentwell Road, Bowling Green! Council Carpark, Recreation Centre], should demand exceed that provided by the proposed off-street car parks to be delivered by Council." This makes no sense as the masterplan/redeveloped off-street parking to be delivered by Council of the Bowling Green and Recreation Centre itself.	DA2022/2081 relates to the proposed new clubhouse only. Council is responsible for assessing the traffic impacts associated with the wider WRC Masterplan.
Site Access As the final layout of sporting courts and car parks is to be determined by Northern Beaches Council within the identified footprint, there is no certainty about how service vehicles will access the clubhouse from	The plans allow for a permanent round about at the northern end of the end of the eastern carpark. this will be of sufficient size to cater for service vehicles. Further the design includes access from the



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<p>Kentwell Road, and there would be nothing preventing the Council from changing the master plan at any time in the future. Legislation prevents the authorities giving an approval for a development that has no access to a public road. The curtilage of the proposed Application should include access to Kentwell Road, and if it is in a form as currently described in the master plan, then it should include a traffic study by a qualified traffic consultant.</p>	<p>roundabout to the club back of house for all deliveries and waste removal.</p>
<p>Service vehicles exiting into Kentwell Road cannot make a legal left hand turn in the plan described as the Council Master Plan. Service vehicles making a right hand turn onto Kentwell Road cannot make a right hand turn at Condamine Street. The combination of these two conditions is that service vehicles cannot head north after leaving the site. The Master Plan carpark needs to be designed to make service vehicle left hand turns to Kentwell Road conform with current Australian Standards.</p>	<p>DA2022/2081 relates to the proposed new clubhouse only. Council is responsible for assessing the traffic impacts associated with the wider WRC Masterplan. The plans allow for a permanent round about at the northern end of the end of the eastern carpark. this will be of sufficient size to cater for service vehicles. Further the design includes access from the roundabout to the club back of house for all deliveries and waste removal.</p>
<p>Why was entry and exit not designed so that cars exited and entered from Pittwater Road? This would decrease traffic impact on Kentwell Road.</p>	<p>DA2022/2081 relates to the proposed new clubhouse only. Council is responsible for assessing the traffic impacts associated with the wider WRC Masterplan. Traffic and access has been designed to ensure the clubhouse and wider WRC site operates similarly to the current arrangement. The submitted TIA concludes the traffic impacts associated with the proposed development are acceptable and no external improvements will be required.</p>
<p>Accessibility Disabled access is required from the accessible car spaces to the club house. As currently proposed the accessible car spaces have no ground access to the club house that complies with the Australian Standards. The accessible spaces are remote from the club house. They appear to be about 50m from the entry to the club house without covered access. They should be closer to the entry and have all weather access. The accessible car spaces appear to be about 800mm below the entry level of the club building with no apparent accessible connection.</p>	<p>DA2022/2081 relates to the proposed new clubhouse only. Council is responsible for assessing the wider accessibility associated with the WRC Masterplan.</p> <p>Disabled access will be provided from the carpark to the clubhouse. the Council is responsible for providing complying numbers and configuration for disabled spaces in the carpark and the club is responsible for providing disabled access from the carpark to the club. Both of these items have been considered in the design.</p>
<p>The pedestrian access between the golf club and the bus stops on Pittwater Road, that the report suggests will be used by patrons, is poorly considered as part of the masterplan.</p>	<p>DA2022/2081 relates to the proposed new clubhouse only. Council is responsible for assessing the wider accessibility associated with the WRC Masterplan.</p>



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<p>The car park area (east) is on either side of a long driveway to the club entry. This layout, with two way traffic movement between parked cars, is not conducive to pedestrian safety.</p>	<p>DA2022/2081 relates to the proposed new clubhouse only. Council is responsible for assessing the wider accessibility associated with the WRC Masterplan.</p>
<p>Replacement of Facilities There are also no details provided of what will eventually be built by the Council to replace the Warringah Rec Centre Facilities.</p>	<p>DA2022/2081 relates to the proposed new clubhouse only. Council is responsible for the wider Warringah Recreation Centre Facilities and any future redevelopment.</p>
<p>What is the planned future for the old derelict North Manly Bowling club and how will this impact an already busy corner.</p>	<p>The draft Council Masterplan shows replacement of all existing facilities with new.</p>
<p>Overland flow civil design/Flooding There is conflicting design information regarding overland flow during flood events. The Stellen civil design drawing CV-100 shows excavation adjacent to the proposed club house of around 80mm on average. On page 7 of the Stellen Flood Management Report the conclusion states that through the proposed cut and fill there will be a compensatory excavation of 134.47cm. However, to access the clubhouse from the carpark, as located on the civil design, there will need to be around 800mm of fill around the entry to the club house and grading down to the carpark. Equally the service area to the east of the proposed club house will require extensive fill of around 800mm. These fill zones will clearly negate the noted compensatory excavation and therefore interfere with the overland flow and will change the direction of the flow, which has not been reported on.</p>	<p>Refer to updated Stormwater Management Plan in Appendix 4.</p>
<p>The building site is in a medium flood risk planning precinct. The car park (west) is in high flood risk planning precinct. Since the site was first considered for a club building serious flooding has occurred in this vicinity. Building a new club house in this flood prone location is not a sensible option given the increasing incidence of major storm and flooding events.</p>	<p>An updated Stormwater Management Plan has been prepared by Stellen Consulting and included in Appendix 4.</p>
<p>Excavation The documentation accompanying the Development Application states that the excavation across the masterplan site is a necessary part of this application. Either the master plan is part of this application or it is not. If it is not part of the application then such things as flood planning, among other things, will not able to be formally assessed as a valid inclusion, as it</p>	<p>The WRC Masterplan is not part of DA/2022/2081. Flood planning, cut and fill levels relate to the clubhouse development. Any development outside DA/2022/2081 will need to take into account the site as it is at the completion of the clubhouse development.</p>



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would be subject to change that could negate any consent conditions for this application.	
Demolition Demolition works require consent in one form or other under current legislation. If the demolition of the squash, futsal and tennis courts, and the existing club building are a necessary component of this application (ie for construction access) then they will need to obtain consent and form part of this application.	Demolition is proposed as part of this DA as detailed on Page 34 of the Statement of Environmental Effects. A Demolition Plan is available at GA2020-023-D01 which is included as part of the Updated Architectural Plans in Appendix 1 .
Natural Environment Concerns have been raised for the mature casuarinas that separate the Warringah Recreation Centre from the practice putting green. It is requested that these trees be retained and protected.	To facilitate the development of the subject site a number of Casuarinas are proposed to be removed. Where possible, the development has been located to reduce the requirement for tree removal. As detailed within the Updated Arboricultural Report in Appendix 5 a number of trees are identified to be retained and protected throughout construction.
The Brookvale Creek riparian corridor should be protected and rehabilitated as a natural area. It is not suitable for the proposed construction for club house and car park areas.	<p>A Waterway Impact Assessment has been prepared by Narla Environmental in Appendix 2 to address these concerns.</p> <p>The proposed development has been designed to minimise direct impacts to Brookvale Creek, including the proposed pedestrian bridge design above the creek to avoid instream works and impacts. A future Vegetation Management Plan (VMP) is required and will be conditioned by Council prior to commencing works.</p> <p>The Updated Construction Management Plan prepared by WGC in Appendix 7 ensures any excess sediment and erosion will be controlled to avoid discharges to Brookvale Creek and minimise surface water flow velocity.</p> <p>It is noted that due to the existing WRC location, all of the proposed development could not be located outside the Waterways and Riparian Land mapped area. Notwithstanding this, the mitigation measures included in the Waterway Impact Assessment in Appendix 2 and the Updated CMP in Appendix 7 limit impacts to this land and Brookvale Creek.</p>



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The car park areas impact on increased hard surface areas and stormwater runoff near to Brookvale Creek should be considered.	A detailed Stormwater Management Plan has been prepared by Stellen Consulting and included with this RFI response in Appendix 4 . The SMP addresses stormwater drainage and run-off from the proposed development.
Amenity The proposal for a licensed premises within 100m of family homes is not welcome. With the introduction of a licensed premises and gambling comes the potential for noise and property damage from inebriated patrons.	An Updated Acoustic Assessment has been prepared by Acoustic Logic in Appendix 6 . This Acoustic Assessment includes an assessment of both noise impacts from the proposed operation of the clubhouse, including patron activity and music, and from mechanical plant to service the proposed development. The clubhouse will not have gambling poker machines.
A resident living across Pittwater Road from the practice green is concerned about the potential for noise to be generated from the premises. What would be the time limits on bands etc playing in the club?	An Updated Acoustic Assessment has been prepared by Acoustic Logic in Appendix 6 . This Acoustic Assessment includes an assessment of both noise impacts from the proposed operation of the clubhouse, including patron activity and music, and from mechanical plant to service the proposed development. Section 5.4 of the Assessment includes noise from amplified music and live music
The design of the club house is rather ordinary, and it is suggested that the Design Review Panel could make considerable comment with regard to improving the overall architecture of the project.	A Design Review Panel is not required for DA/2022/2081.
Description of the land The Public notice advertises the development site as “Part of Lot 1 & 3 DP829465 (also known as Part Lot 2742 DP 752038)”, however, accompanying documents to the DA legally describe the development site as Lot 2742 DP 752038 (refer Page 2, “Report – Response to RFI Letter”; dated 08/02/2023; authored by Willowtree Planning Pty Ltd and titled “Response to Request for Additional Information”).	Noted. The material submitted with DA/2022/2081, including this RFI Response, references the correct and legal description of the subject site as Lot 2742 DP 752038.

