

13 September 2013

OUR REF: 1114

The Director General
NSW Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

ATTENTION: Sebastian Tauny

Dear Sir

**RE: ADDITIONAL INFORMATION - LAKE MACQUARIE YACHT CLUB - SECTION 75W
APPLICATION TO AMEND MAJOR PROJECT APPROVAL 08_0045**

I refer to our Section 75W application to modify the Part 3A project approval 08_0045 to redevelop Lake Macquarie Yacht Club and your email dated 11 September 2013 requesting additional information to highlight the extent of the proposed changes.

The items to be addressed include:

- An outline of the proposed modification in comparison to the project as approved;
- An explanation of the purpose of the modification and the reasons for amending the approved plans;
- Justification for the modification and each of the proposed changes;
- Identify any expected impacts of the modification, including consideration of key issues raised as part of the project assessment.

Information regarding each of these matters is provided below. This should be read in conjunction with the supporting documentation submitted with the Section 75W application dated 27 August 2013.

1. PROPOSED MODIFICATION

The approved redevelopment of the Lake Macquarie Yacht Club includes a number of key elements, including provision for 167 berths; replacement of existing club house; reconfiguration of the existing parking and widening the existing decked parking structure, Cullen Park and Ada Street parking areas resulting in a total of 169 car parking spaces (an approved deficiency of 31 spaces); and landscaping. The approved staging of construction included two stages.

The modification proposes to amend the staging of the approved development (four stages instead of two) and the provision of parking and berths at each stage. However, there is no overall change to the number of approved berths (167) or the number of approved parking spaces (169). As a result, there is no change to approved parking deficiency (31 spaces).

The modification requires an amendment to Condition A1 and condition B13 to reflect the new parking and staging.

The table below provides a brief summary of proposed staging changes and the provision of parking and berths at each stage.

APPROVED DEVELOPMENT	APPROVED STAGE	PROPOSED STAGE
Demolition of existing club house and construction of new club house	Stage 2	Stage 3
New marina and reconfiguration of existing berths (148 berths)	Stage 1 (148 wet berths)	Stage 1 (construct part of the proposed new marina resulting in 112 wet berths and retain 8 existing commercial swing moorings) Stage 2 (construct central finger of new marina resulting in 140 wet berths and retain 8 existing commercial swing moorings) Stage 3 (remove 8 swing moorings resulting in 140 wet berths) Stage 4 (construct 8 swing moorings resulting in a final total of 148 wet berths)
Hardstand dry berths (19 berths)	Stage 2 (19 dry berths)	Stage 1 (14 dry berths) Stage 2 (reduce berths from 14 to 8) Stage 3 (reduce berths from 8 to 7) Stage 4 (extend area of dry berths resulting in a final total of 19 berths)
Car parking – decked area (127 spaces)	Stage 1 (127 spaces)	Stage 1 (111 spaces) Stage 2 (reconfigure to achieve 120 spaces) Stage 3 (reconfigure to achieve 119 spaces) Stage 4 (reconfigure to achieve 127 spaces)
Car parking – Cullen Park (24 spaces)	Stage 2	Stage 3
Car parking – Ada Street (18 spaces)	Stage 2	Stage 3
Public domain improvements	Stage 2	Stage 3
Provision of Infrastructure and Services	Stages 1 and 2	Stages 1 and 2
Extend decked parking and dry berth area (pontoon)	Stage 1	Stage 4

The number of parking spaces provided at each stage of construction corresponds with the level of demand generated by the development at that stage. The Section 75W application dated 27 August 2013 provides a breakdown of parking requirements and provision at each stage of construction.

There is no change to the location or floor area of the approved club house, the extent of the approved pontoon, the area or capacity of the approved marina.

2. PURPOSE OF THE MODIFICATION

To achieve the required 127 car spaces on the existing pontoon (up from the existing 94 car spaces), it was proposed to widen the pontoon as part of Stage 1 by extending the northern and southern edges. The parking requirement and subsequent need to extend the pontoon satisfies the parking requirement generated by the 19 dry berths that accommodate the fleet of Etchells yachts. These are day sailing boats which are launched and retrieved on race days. At the time that the Lake Macquarie Yacht Club prepared its DA documentation it was expected that the Etchells fleet would remain at its current number, however, this has not been the case and there has been a significant reduction in the size of the fleet. This decline is anticipated to continue. To provide additional parking facilities for dry berths that are not currently required is not seen by the Club as wise. The proposed Stages 1 and 2 provide for a progressive reduction in the Etchells fleet. However, after the new club house is built under the proposed Stage 3, the Club anticipates that the demand for other day sailing boats, referred to as sports boats, will increase and provision for 19 dry berths is proposed under Stage 4.

The change in staging will reflect the current and projected needs of the Lake Macquarie Yacht Club while complying with the original consent. To summarise, the number of wet and dry berths and vehicle parking provided at each stage will change, however the final number of berths and parking spaces will remain the same as originally approved.

3. JUSTIFICATION

The proposed modification satisfies the current and projected needs of the Lake Macquarie Yacht Club without impacting the environment, neighbourhood amenity, traffic or scenic quality in the subject area. It will enable the construction and operation of the marina and club house prior to extending the pontoon for dry berth and parking provision. The parking provision in the proposed modification corresponds with the level of demand generated at each stage to avoid impacts on neighbourhood amenity.

4. IMPACTS

The proposal is essentially a staging exercise with no social, economic or environmental impacts. Key issues assessed as part of the original Major Project application included car parking, visual impacts, water circulation impacts and sea-level rise. The following provides an assessment of the proposed modification having regard to these key issues.

4.1 Car Parking

The modification will result in a minor reconfiguration of wet and dry berths at each stage of construction. The Section 75W application provides a detailed analysis of parking requirements generated at each stage of construction, and identifies the corresponding number of spaces provided. The plans prepared by EJE Architecture and submitted with the application also demonstrate parking compliance by providing individual site plans for each stage which include clear annotations, a running schedule of the number of facilities at each stage and a car parking generation schedule. The application demonstrates that parking is provided commensurate to the level of demand generated at each stage. We acknowledge the approved parking shortfall of 30 spaces will remain.

4.2 Visual Impacts

The proposed modification will result in no overall change to the impact of the approved development on the scenic quality of the Lake and its surrounding environment or the visual amenity of the locality. Stages 1 and 2 relate primarily to the marina construction. Stages 3 and 4 will include public domain

improvements, landscaping, club house construction and extension of the pontoon. While the visual impacts of each stage will vary, the completed modified development will be visually consistent with the original approved development.

4.3 Water Circulation Impacts

The proposed modifications will result in minor changes to the staging of marina construction. However, the changes will not impact water circulation conditions.

4.4 Sea-Level Rise

The proposed modifications will not result in any material change to finished levels of construction. Sea-level rise is not considered to be relevant to the proposed modifications.

5. CONCLUSION

This letter seeks to clarify the changes proposed under the Section 75W application relating to the redevelopment of Lake Macquarie Yacht Club. As detailed in this letter, the application and supporting documents, the changes will allow an alternative way of proceeding with the development taking into account the changing requirements of the club. It is anticipated that the minor changes proposed will have no environmental impact on the surrounding locality. On this basis, it is respectfully requested that the Department of Planning and Infrastructure approve the modifications in the manner requested.

Should you require any further details please contact me on 02 4942 5441.

Yours sincerely

de WITT CONSULTING

A handwritten signature in cursive script, appearing to read 'Emma Mason'.

Emma Mason
TOWN PLANNER