

18 September 2009

**REFERRAL RESPONSE –
URBAN DESIGN**

FILE NO: DA 441/2009/1
ADDRESS: 1 New Beach Road DARLING POINT 2027
PROPOSAL: Marina redevelopment
FROM: Tom Jones
TO: Mr P Kauter

MATERIAL PRESENTED

Environmental Impact Statement for the Cruising Yacht Club of Australia: August 2009

PHYSICAL CONTEXT

The existing structures on the subject site occupy the harbour edge on the eastern shore of Rushcutters Bay. The existing buildings are on land which has been substantially reclaimed from the harbour and is between an established sea wall and New Beach Road. A considerable amount of the structures associated with the Yacht Club usage are over the water in the form of wharfs, jetties and pontoons.

The large number of sailing yachts berthed at the marina to the immediate west of the clubhouse means that the view of the buildings on land are substantially obscured, when viewed from the water, by masts and superstructures.

The land on the waters edge to the immediate south of the club is Rushcutters Bay public Park. To the north of the club is a commercial boat yard and marina, a heritage naval facility and beyond that the Yarranabee Public Park.

On the eastside of New Beach Road the steeply rising land is occupied by mixed residential development. New Beach Road is heavily treed with Morton Bay figs for the majority of its length.

PROPOSAL

The proposal is to demolish an amount of the existing structures and construction of a new 1-2 storey new building, with basement car parking for 97 cars and a reconfigured seawall.

URBAN DESIGN REVIEW

The proposal relocates the existing two storey element to the north, adjacent to the two storey commercial marina. The re configuring of the Yacht Club's various buildings to create clearly defined a courtyard effect is supported. The greening of the roof, the clarifying of the entry and the tidying up of the street edge are all clear improvements over the existing condition that are brought about by the proposal.

The additional car parking on site is accommodated underground with no visual impact on the location. The access and egress point to the underground parking is adjacent to the access for the neighbouring commercial marina. When combined these crossovers create a considerable break in the pavement. One of the potential contributions to the public realm of the proposal is the improvement made in the quality of the connection between the waterside parks to the north and the south of the proposal. A clear prioritising of the pedestrian path is required to ensure this is actually the case. Pavement delineation and a pedestrian refuge between the two crossovers should be considered.

The visual impact of the proposal is relatively minor and is a marginal improvement on the existing condition. The visual impact assessment submitted as a part of the EIS confirms this position. However the decks on properties at 35-37 New Beach Road will suffer impacts on recognised iconic city views. The visual analysis fails to look at these specific impacts in any detail. It is suggested that the impacts on these private views is considered separately from the comprehensive Sydney Harbour Foreshores and Waterways Areas DCP 2005 matrix assessment required by the Sydney Harbour Catchment SREP.

The proposal facilitates better harbour edge pedestrian access by removing the slipway. However this path location although in accord with Council policies is largely irrelevant while the adjacent commercial marina blocks through movement.

RECOMMENDATION

The proposal is considered to be contributory from an Urban Design perspective. The crossover point to the underground parking will need to prioritise pedestrian movement so as to reinforce the improved pedestrian link between the two public parks and ensure pedestrian safety.



Tom Jones
Urban Design