



## **14 PITT ROAD NORTH CURL CURL**

**STATEMENT OF ENVIRONMENTAL EFFECTS  
FOR ALTERATIONS AND ADDITIONS TO AN EXISTING DWELLING,  
INCLUDING A CARPORT**



Report prepared for  
**Dani Jordan**  
July 2025

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## **1. Introduction**

**1.1** This is a statement of environmental effects for alterations and additions to an existing dwelling, including a new double carport, at 14 Pitt Road, North Curl Curl.

**1.2** The report describes how the application addresses and satisfies the objectives and standards of relevant State Environmental Planning Policies, the Warringah Local Environmental Plan 2011, the Warringah Development Control Plan and the heads of consideration listed in Section 4.15 of the Environmental Planning and Assessment Act 1979 (as amended).

**1.3** This statement of environmental effects has been prepared with reference to the following:

- Site visit,
- Site Survey prepared by CMS Surveyors Pty Ltd,
- DA Plans prepared by Add-Style,
- Geotechnical Report prepared by Ascent Geotechnical Group,
- Landscape Plan prepared by DJ,
- Waste Management Plan,
- Cost Summary Report.

**1.4** The proposed development is compliant with the objectives of all Council controls, considerate of neighbouring residents and results in improved amenity for the residents of the site.

## 2. The site and its locality

- 2.1** The subject site is located on the northern side of Pitt Road, on a dead-end access driveway for dwellings located on the elevated section above Pitt Road, approximately 115 metres west of its intersection with Robertson Road. The site is legally described as Lot 31 DP 6143 and is known as 14 Pitt Road, North Curl Curl.
- 2.2** It is a rectangular shaped lot with front and rear boundaries of 10.06 metres (south – Pitt Road frontage and north - rear), side boundaries of 45.265 metres (east and west). The lot has an area of 455.2m<sup>2</sup> and slopes to the south (towards the Pitt Road frontage).
- 2.3** The site is currently occupied by a two storey brick and clad dwelling with a metal roof, and a garage under the front patio. It has vehicular access from an access driveway off Pitt Road.
- 2.4** The property is surrounded by detached residential dwellings in all directions. It is located in close proximity to shops and services in North Curl Curl and in Brookvale to the west. North Curl Curl Beach lies close by to the south.



**Figure 1. Aerial Image of the subject site**



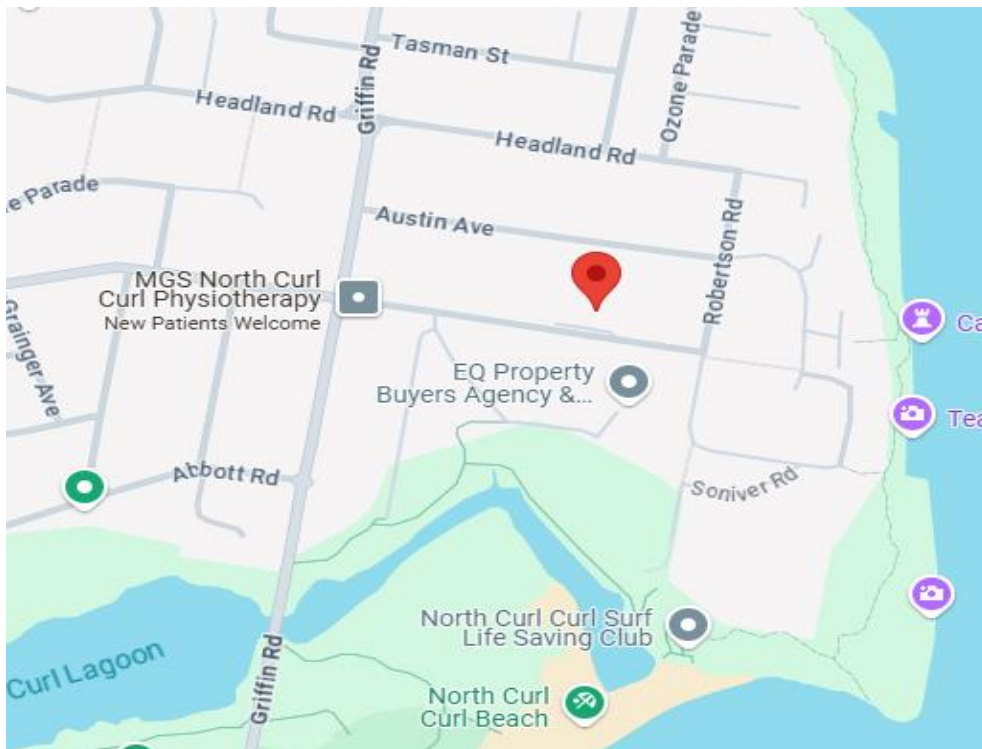


Figure 2. The site within the locality



Figure 3. Aerial Image of the site within the locality

### 3. Site Photos



Figure 4: The subject site, looking north from Pitt Road.



Figure 5: The existing garage and driveway on the subject site, looking north.





**Figure 6: The front yard, looking south.**



**Figure 7: Existing driveway and driveway at No. 16 Pitt Road, looking south.**





**Figure 8: Streetview of the access road to elevated dwellings on Pitt Road, looking east.**



**Figure 9: Streetview including the subject site, looking north-west from Pitt Road.**



## 4. Background

- 4.1 The site has a Complying Development Approvals for alterations and additions dated 23 May 2025 (CDC 2025/526) and a Complying Development Approval for a pool and landscaped works dated 9 May 2025 (CDC2025/523). Works on the ground floor of the dwelling have been commenced.
- 4.2 A copy of the approved CDC plans are provided as Appendix A for this report, so that Council is able to view the works that are relied on to undertake the subject development proposal for a carport. Of particular reference we note that the CDC consent CDC2025/526 includes the relocation of the front door and CDC2025/523 approves a pool in the rear yard.

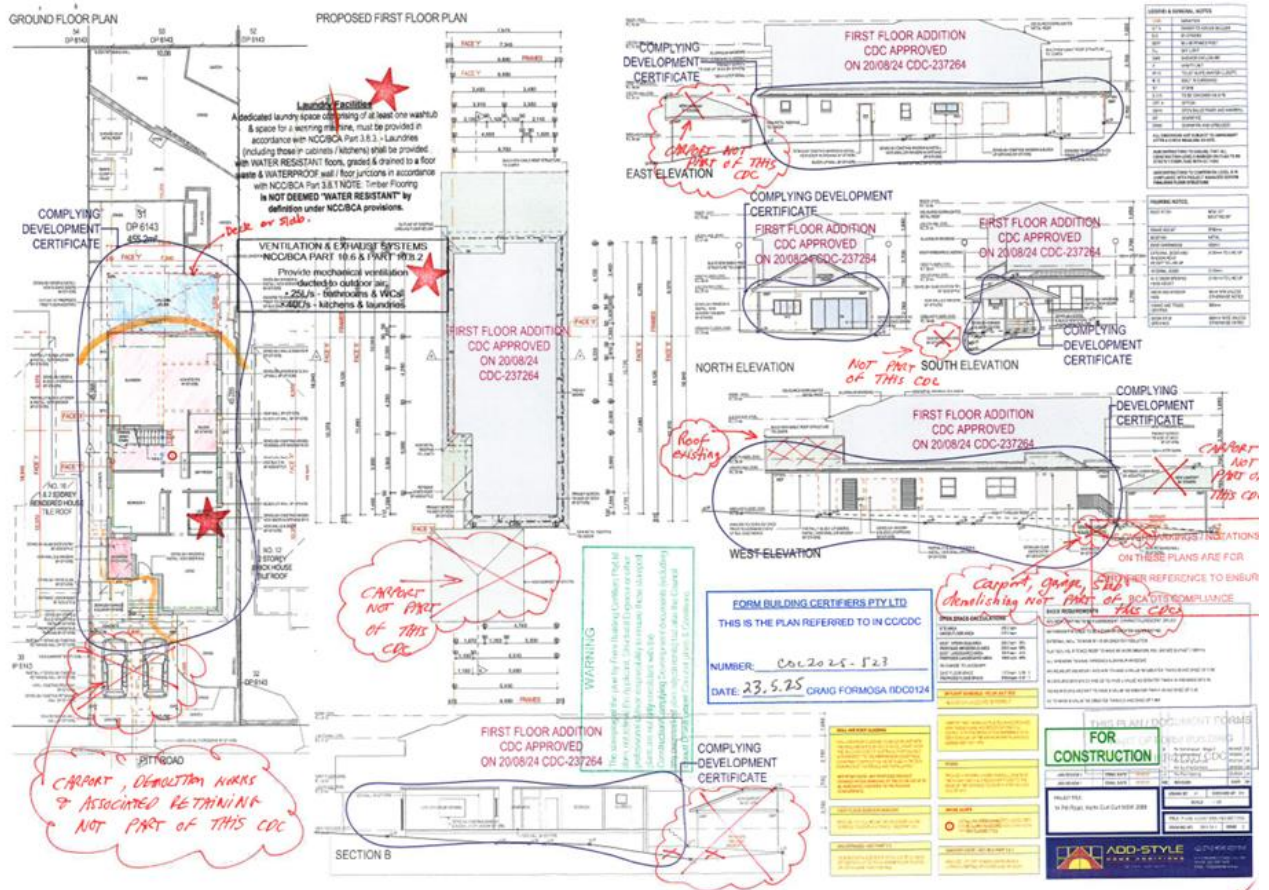


Figure 10: Extract for approved CDC plans

## 5. Proposed Development

- 5.1 The proposed development is for the demolition of the existing garage and front porch, and construction of a new double carport in the front setback of the subject site.
- 5.2 Specifically, the development will be made up as follows:

### Demolition

- Existing garage and front porch (over to be demolished)
- Demolish driveway and retaining walls within front yard,

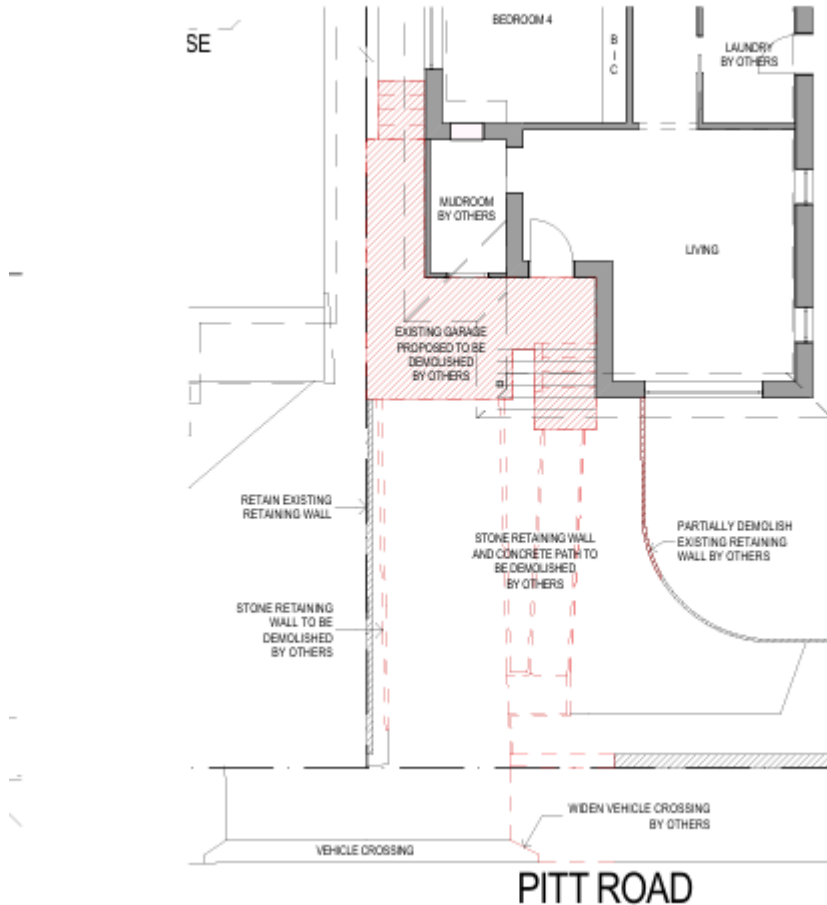


Figure 11: Extract from DA plans showing proposed demolition



## Carport and crossover

- Extend the existing crossover to the east to accommodate the new carport,
- New slab to create hardstand for the carport,
- Construct freestanding, open-sided, double carport with metal roof,
- Construct new steps and patio to front entry of dwelling.

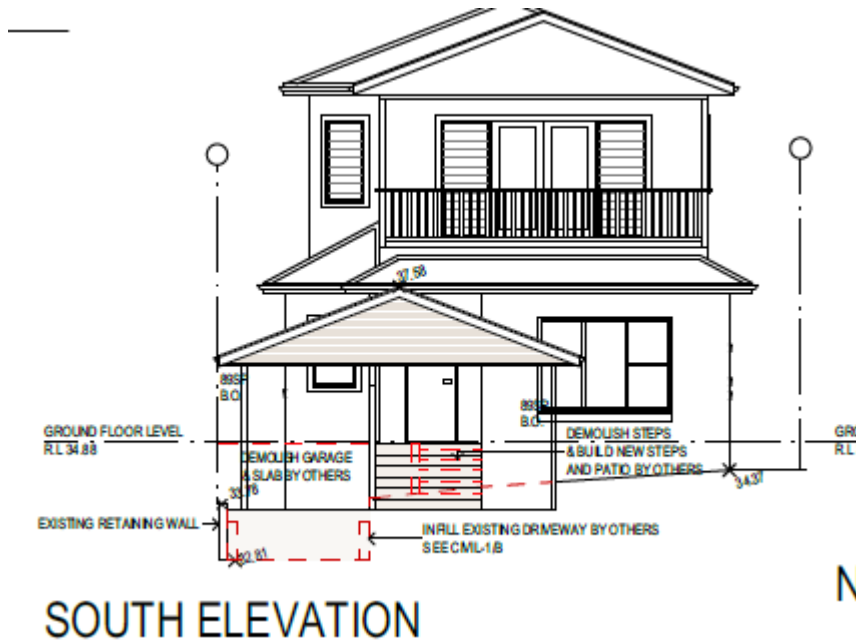


Figure 11: Extract from DA plans showing new double carport on streetscape

## 6.0 Statutory Framework

### 6.1 State Environmental Planning Policies

#### State Environmental Planning Policy (Sustainable Buildings) 2022

Schedule 1 of SEPP (Sustainable Buildings) 2022 sets out the standards for thermal performance and energy requirements for *BASIX development* in NSW. The proposal is for a carport and accordingly, a BASIX Certificate is not required.

#### State Environmental Planning Policy (Biodiversity and Conservation) 2021

##### Chapter 2 – Vegetation in non-rural areas

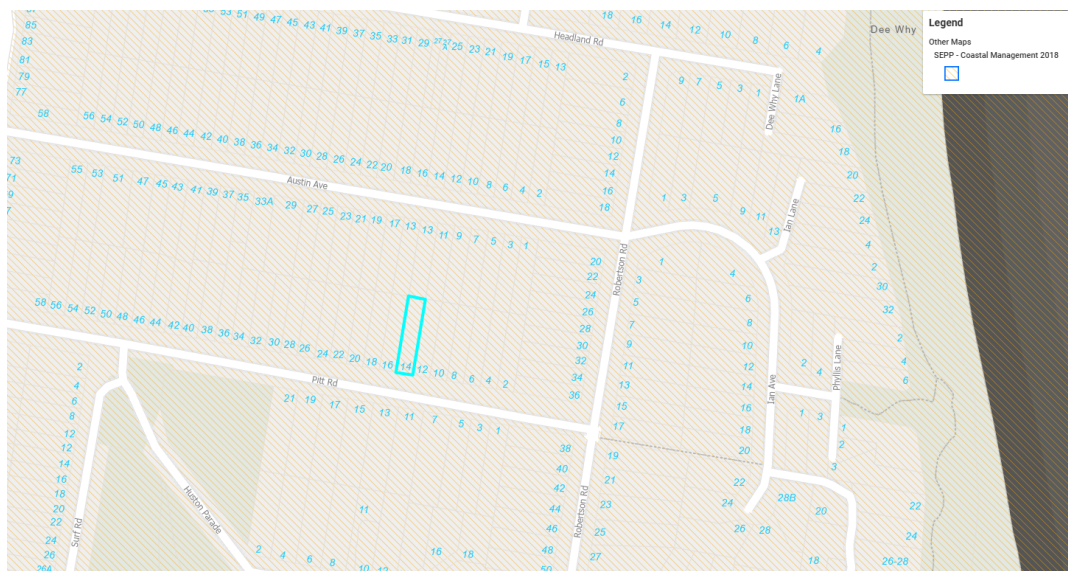
State Environmental Planning Policy (Biodiversity and Conservation) 2021 aims to protect biodiversity values and preserve the amenity of non-rural areas, through the preservation of trees and other vegetation.

The development remains consistent with the provisions of the SEPP as it does not propose to remove any significant native trees.

#### State Environmental Planning Policy (Resilience and Hazards) 2021

##### Chapter 2 Coastal Management

A portion of the site is mapped as ‘Coastal Environment Area’ and accordingly the consent authority must consider clause 2.10 and 2.12 of the SEPP.



**Figure 12: Extract – SEPP Resilience and Hazards, Coastal Use and Environment area map**



## **2.10 Development on land within the coastal environment area**

- (1) *Development consent must not be granted to development on land that is within the coastal environment area unless the consent authority has considered whether the proposed development is likely to cause an adverse impact on the following—*
- (a) the integrity and resilience of the biophysical, hydrological (surface and groundwater) and ecological environment,*
  - (b) coastal environmental values and natural coastal processes,*
  - (c) the water quality of the marine estate (within the meaning of the Marine Estate Management Act 2014), in particular, the cumulative impacts of the proposed development on any of the sensitive coastal lakes identified in Schedule 1,*
  - (d) marine vegetation, native vegetation and fauna and their habitats, undeveloped headlands and rock platforms,*
  - (e) existing public open space and safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability,*
  - (f) Aboriginal cultural heritage, practices and places,*
  - (g) the use of the surf zone.*
- (2) *Development consent must not be granted to development on land to which this section applies unless the consent authority is satisfied that—*
- (a) the development is designed, sited and will be managed to avoid an adverse impact referred to in subsection (1), or*
  - (b) if that impact cannot be reasonably avoided—the development is designed, sited and will be managed to minimise that impact, or*
  - (c) if that impact cannot be minimised—the development will be managed to mitigate that impact.*

The proposed development will not result in any adverse impacts, as works are located within an existing residential lot, which is highly disturbed. There will be no impacts on the surrounding coastal environment.

## **2.12 Development in coastal zone generally—development not to increase risk of coastal hazards**

*Development consent must not be granted to development on land within the coastal zone unless the consent authority is satisfied that the proposed development is not likely to cause increased risk of coastal hazards on that land or other land.*

The proposed development will not increase the risk of coastal hazards on the subject site.

#### Chapter 4 Remediation of Land

The subject site has historically been used for residential purposes, and this use is retained. There is no known reason to suspect the site may be contaminated and the consent authority can be satisfied that the land is suitable for the continued residential use.



## 6.2 Warringah Local Environmental Plan 2011

The relevant clauses of the Warringah Local Environmental Plan 2011 are addressed below.

### Zoning

The site is zoned R2 Low Density Residential, pursuant to the provisions of the Warringah Local Environmental Plan 2013.

The proposed development is for demolition of an existing garage and porch and the construction of a new double carport. Dwelling houses are permitted with development consent in the R2 zone.



**Figure 13: Extract from Warringah LEP 2011 Zoning Map**

### Demolition

This application seeks consent for demolition of the garage, porch, driveway and retaining walls as illustrated in the attached DA plan set, to allow for the construction of the new carport.

### Minimum Lot Size

The site is mapped with a minimum lot size of 450m<sup>2</sup>. The subject site comprises of a compliant area of 455.2m<sup>2</sup> and no subdivision is proposed.

### **Height of Buildings**

The LEP restricts the height of any development on the subject site to 8.5 metres, and the new carport proposes a maximum height of 4.2 metres which is easily compliant.

### **Floor Space Ratio**

The site is not identified on the floor space ratio map.

### **Heritage Conservation**

The site is not a heritage item, is not located within a heritage conservation area and is not located in proximity to any heritage items.

### **Flood Planning**

The site is not identified on the NBC flood hazard map.

### **Acid Sulfate Soils**

The site is not located in an area nominated as Acid Sulfate soils.

### **Earthworks**

Minimal fill is proposed on the site to create a compliant driveway gradient.

Standard erosion and sediment control measures will be implemented to ensure best practice procedures are followed and all works will be undertaken in accordance with engineering details.

### **Development on Sloping Land**

The site is located in the area nominated the LEP maps as Area B – Slope 5 to 25, as such the consent authority must be satisfied that:

- (a) the application for development has been assessed for the risk associated with landslides in relation to both property and life, and*
- (b) the development will not cause significant detrimental impacts because of stormwater discharge from the development site, and*
- (c) the development will not impact on or affect the existing subsurface flow conditions.*

The attached geotechnical preliminary assessment demonstrates the proposal complies with Council controls.

### **6.3 Warringah Development Control Plan**

The relevant sections of the DCP are addressed below.

#### **Part A Introduction**

##### **Objectives**

The proposed development is entirely consistent with the ecologically sustainable, environmental, social and economic objectives as specified in the DCP. The proposal is appropriate to the site and the locality and has been designed with fulfilment of these objectives as essential criteria.

#### **Part B Built Form Controls**

##### **Wall Heights**

A maximum wall height of 7.2 metres is permitted by the DCP. The proposed carport will easily comply being a single storey open structure.

##### **Side Building Envelope**

The site requires a side boundary envelope of 5m/45° and the proposed carport will easily comply being a single storey open structure.

##### **Side Boundary Setbacks**

Side setbacks of 900mm are permitted on the subject site and the development proposes a carport that sits on the boundary, with a setback to posts of 420mm and eaves built to the boundary.

We note that the DCP states that a carport can be considered within the R2 Low Density Residential zone where it does not comply based on minimal impact. It is considered that the subject application meets these provisions being an open structure that abuts driveway area on the neighbouring property. There are examples of precedent in the immediate area including 4 Pitt Street as seen in the photograph below.

It is also worth noting that the existing garage to be demolished sits with a nil setback and the impact of the open carport will be lesser and of benefit to the site and street and neighbour.





**Figure 14: 4 Pitt Road, North Curl Curl**

Further consideration of the minor side setback breach for the car port is provided below against the objectives of the clause.

- *To provide opportunities for deep soil landscape areas.*

The existing area is driveway, and no soft landscape will be lost to provide the carport in this location.

- *To ensure that development does not become visually dominant.*

The structure is minimal in scale and is dwarfed by the existing dwelling. The site sits back from the main area of Pitt Road and is not easily visible for the streetscape.

- *To ensure that the scale and bulk of buildings is minimised.*

The carport fits well on the site and streetscape which is dominated by 2 and 3 storey dwellings designed to maximise views.

- *To provide adequate separation between buildings to ensure a reasonable level of privacy, amenity and solar access is maintained.*

Ample separation is provided for the dwelling, with the demolition of the garage and porch enhancing this. The lesser setback is provided adjacent the neighbouring driveway and there will be no unreasonable impact on amenity and privacy.

- *To provide reasonable sharing of views to and from public and private properties.*

Views are not impacted by the low-level open structure.

### **Front Boundary Setback**

A front setback of 6.5 metres to the primary road frontage is required on the site and the development proposes a front setback 1.08 metres to the carport.

A variation to the front setback control, to permit the carport structure is considered appropriate, as this structure is designed to complement the dwelling and the street frontage, ensuring it remains recessive and presents as an attractive feature of the redevelopment of the site.

In addition, the car port will remain consistent with the objectives of the control, despite the variation, as addressed below:

#### *Objectives of the control:*

- *To create a sense of openness.*

The development retains a compliant front setback to the dwelling, with the variation applying to the carport only. Ample landscaping is proposed on the street frontage, with a detailed landscape plan provided, ensuring a sense of openness.

- *To maintain the visual continuity and pattern of buildings and landscape elements.*

The resulting development will present with visual continuity from Pitt Road, which is characterised by 2 and 3 storey detached dwelling houses. The development proposes a significant new planting. The architectural design and built form remain consistent with other dwellings in the locality.

- *To protect and enhance the visual quality of streetscapes and public spaces.*

A compliant setback to the primary building line is retained and the open carport allow for 2 parking spaces to be provided on the site within an attractive and minimal structure.

- *To achieve reasonable view sharing.*

A site visit has been undertaken, and it is considered the development will not result in any view loss impacts.

### **Rear Boundary Setback**

The DCP requires a minimum rear setback of 6 metres on the subject site.

The development proposes no change to the rear setback.

### **Part C Siting Factors**

#### **Traffic Access and Safety**

The subject site has existing vehicular access from Pitt Road and the development proposes a new crossover and driveway on the west side of the site.

#### **Parking Facilities**

The DCP requires a minimum 2 car parking spaces and a maximum width of garage openings of 6 metres or 50% of the building width (whichever is lesser).

This application proposes a compliant double carport, with a width of 5.84 metres. The structure is open with no garage doors and will present appropriately to the street frontage.

The existing on site parking is not compliant with regard to dimensions, height and due to the gradient entry. The only feasible location for parking on the site is with the street frontage. The minimal carport structure proposed is appropriate and allows for ample parking to be provided to a site which is located in close proximity to the beach and needs onsite parking to ensure residents are able to park their vehicles in the busy summer months.

#### **Stormwater**

Stormwater runoff resulting from the proposed development will be connected to existing stormwater system designed by Taylors consulting which then drain to Pitt Road.

#### **Excavation and Landfill**

As described above, earthworks are proposed to prepare the site for construction. This includes fill to level the front driveway to a similar level to the immediately neighbouring site.



Standard erosion and sediment control measures will be implemented to ensure best practice procedures are followed and all works will be undertaken in accordance with engineering details.

### **Demolition and Construction**

This application seeks consent for demolition of the existing garage and porch as described above and illustrated in the attached DA plan set, to allow for the construction of the new carport.

All demolition and construction works will be undertaken as required by Council controls and compliant with any relevant conditions of consent.

### **Waste Management**

Appropriate waste management will be undertaken during the demolition and construction process. All waste materials will be recycled where possible which is detailed in the accompanying Waste Management Plan.

The existing dwelling has compliant bin storage areas which will be retained, and waste will be collected by Councils regular service.

### **Part D Design**

#### **Landscaping and Open space and bush land setting**

The DCP requires 40% landscaping on the site which is equivalent to 182.08m<sup>2</sup> for the site area of 455.2m<sup>2</sup>. The development proposes to reduce the existing approved landscaped area by 12.6 m<sup>2</sup> to allow for a double-parking area on the frontage. This will result in a total landscaped area of 141.4m<sup>2</sup> or 31.1%.

The landscape calculations provided allow for consideration of the swimming pool approved in the rear yard. We note that while the area is lesser than required, there are additional areas with dimensions of lesser than 2 metres, that do make a garden area and will allow for some drainage on site.

A variation to the landscaped area control is considered appropriate, in this case, as development remains consistent with the objectives of the control, as addressed below.

*Objectives of the control:*

- *To enable planting to maintain and enhance the streetscape.*

#### Comment

The site proposes substantial landscaping and new planting in the front yard with a detailed landscape plan provided. Landscaping on the street frontage includes trees and shrubs, providing a professional landscape design and visually pleasing presentation to the street.

- *To conserve and enhance indigenous vegetation, topographical features and habitat for wildlife.*

#### Comment

The minor numerical variation will not impact on any indigenous vegetation, topographical features or habitat.

- *To provide for landscaped open space with dimensions that are sufficient to enable the establishment of low lying shrubs, medium high shrubs and canopy trees of a size and density to mitigate the height, bulk and scale of the building.*

#### Comment

Consistent. The proposed development provides substantial soft landscaping in both the front and rear yards, providing a sufficient area for planting, including low and medium shrubs. The new dwelling proposes a compliant building height consistent with surrounding dwellings and is of an appropriate bulk and scale for the residential locality.

- *To enhance privacy between buildings.*

#### Comment

Consistent. The numerical variation to the landscaped area control will not materially impact on privacy between buildings as it is only due to the provision of a second off street car space in the mortgage.

- *To accommodate appropriate outdoor recreational opportunities that meet the needs of the occupants.*

#### Comment

Consistent. A compliant area of private open space and a swimming pool are provided in the rear yard for the enjoyment of the residents.

- *To provide space for service functions, including clothes drying.*

#### Comment

Consistent. All services are provided on the site, including compliant clothes drying areas.

- *To facilitate water management, including on-site detention and infiltration of stormwater.*

#### Comment

Stormwater runoff resulting from the proposed development will be connected to the drainage infrastructure on the site, which drains to Pitt Road.

#### **Private open space**

The DCP requires a minimum 60m<sup>2</sup> private open space (with minimum dimensions of 5 metres) and the development nominates retains ample private open space area in the rear yard for the enjoyment of residents.

#### **Noise**

The development will not result in noise levels inappropriate to the residential area and the site is not located in close proximity to a noise generating activity.

#### **Access to sunlight**

At least 50% of the private open space of the subject site and the adjoining dwellings are required to receive a minimum of 3 hours of sunlight between 9am and 3pm on June 21 by this clause DCP.

The proposed carport will only impact the driveways and street frontage and will have no impact on the private open space of neighbours.

#### **Views**

A site visit has been undertaken, and it is concluded that no views will be impacted by the proposed development as assessed in the view loss assessment provided with this application.



### **Privacy**

Privacy will be retained for the subject site and neighbours due to the siting of the parking structure.

### **Building Bulk**

The new carport does not present with inappropriate building bulk, presenting as an attractive and appropriate addition to the street. The development is considered appropriate for the residential setting.

### **Building Colours and Materials**

The proposed building will complement the dwelling and are consistent with the residential development in the locality.

### **Roofs**

The carport proposes a compliant pitch to complement the existing dwelling.

### **Glare & Reflection**

Materials have been chosen to ensure no glare or reflection issues.

### **Site Facilities**

All site facilities including a bin storage area, mailbox and clothes drying facility are provided on the site.

### **Fences**

No changes are proposed to the existing boundary fencing.

### **Safety and Security**

An ability to view the site is retained which is to the benefit of safety and security of residents.

### **Conservation of Energy and Water**

The design will have a negligible impact with the existing dwelling having achieved a compliant BASIX certificate.

## **Part E The Natural Environment**

### **Preservation of Trees or Bushland Vegetation**

As described above, the development does not propose to remove any trees.

### **Wildlife Corridors**

There will be no impact on any valued wildlife as a result of the proposed development.

### **Native Vegetation**

The site is not identified on the DCP Native Vegetation Map.

### **Retaining unique Environmental Features**

There are no significant environmental features on the site.

### **Waterways and Riparian Lands**

There will be no impact on waterways or riparian lands in the locality.

### **Landslip Risk**

As described above, the site is located in the area nominated the LEP maps as Area B – Slope 5 to 25. The attached geotechnical preliminary assessment demonstrates the proposal complies with Council controls.

## 7.0 Numerical Control Table

The following table provides a summary of the development proposal, in accordance with the relevant numerical planning controls contained in the Warringah LEP 2011 and the Warringah DCP 2011.

	Standard	Proposed	Compliance
<b>Warringah LEP 2011</b>			
Zoning and permissibility	Zone R2 – Low density residential.	Demolition of the existing garage and construction of a new carport.	Yes
Lot Size	450m <sup>2</sup>	455.2m <sup>2</sup>	Yes
Building Height	8.5m	4.4m	Yes
Heritage	Not identified	-	-
Landslide	Landslide Risk Area B – Slope 5 to 25.		Yes
<b>Warringah DCP 2011</b>			
Wall Height	7.2 metres	<7.2m	Yes
Number of Stories	Not identified	-	-
Side Boundary Envelope	5 metres / 45 degrees		Yes
Side Boundary Setbacks	0.9 metres	0m (west) >900mm (east)	Merit Yes
Front Boundary Setback	6.5 metres	0m	Merit assessment
Rear Boundary Setbacks	6 metres	Unchanged	Yes
Parking	2 spaces	2 spaces	Yes
Landscaped Open Space and Bushland Setting	40%	31.1%	Merit
Private Open Space	60m <sup>2</sup> (min. dimension 5m)	>60m <sup>2</sup>	Yes
Solar Access	3 hours sunlight to 50% of POS of both subject site and adjoining properties between 9am and 3pm on June 21.	Complies	Yes



## 8.0 Section 4.15 Considerations

The following matters are to be taken into consideration when assessing an application pursuant to section 4.15 of the Environmental Planning and Assessment Act 1979 (as amended). Guidelines to help identify the issues to be considered have been prepared by the former Department of Urban Affairs and Planning. The relevant issues are:

### 8.1 The provision of any planning instrument, draft environmental planning instrument, development control plan or regulations

This report clearly and comprehensively addresses the statutory regime applicable to the application and demonstrates that the proposed development is complimentary and compatible with adjoining development. The proposal achieves the aims of the Warringah LEP and DCP.

The development is permissible in the zone.

### 8.2 The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

#### ***Context and Setting***

*What is the relationship to the region and local context in terms of:*

- the scenic qualities and features of the landscape?*
- *the character and amenity of the locality and streetscape?*
- *the scale, bulk, height, mass, form, character, density and design of development in the locality?*
- *the previous and existing land uses and activities in the locality?*

These matters have been discussed in detail in the body of the statement.

*What are the potential impacts on adjacent properties in terms of:*

- *relationship and compatibility of adjacent land uses?*
- *sunlight access (overshadowing)?*
- *visual and acoustic privacy?*
- *views and vistas?*
- *edge conditions such as boundary treatments and fencing?*

The proposed development has been designed to complement the site and its surrounds. The proposal is appropriate and will have negligible impact on adjacent properties.

### ***Access, transport and traffic***

*Would the development provide accessibility and transport management measures for vehicles, pedestrians, bicycles and the disabled within the development and locality, and what impacts would occur on:*

- *travel demand?*
- *dependency on motor vehicles?*
- *traffic generation and the capacity of the local and arterial road network?*
- *public transport availability and use (including freight rail where relevant)?*
- *conflicts within and between transport modes?*
- *traffic management schemes?*
- *vehicular parking spaces?*

No conflict or issues will arise as a result of the proposed development.

### ***Public domain***

There will be no impact.

### ***Utilities***

There will be no impact on the site, which is already serviced.

### ***Flora and fauna***

There will be no impact.

### ***Waste***

There will be no impact.

### ***Natural hazards***

The natural hazard of landslide risk has been assessed, and it is concluded it can be effectively mitigated to allow the development to proceed.

### ***Economic impact in the locality***

There will be no impact, other than the possibility of a small amount of employment during construction.

### ***Site design and internal design***

*Is the development design sensitive to environmental conditions and site attributes including:*

- *size, shape and design of allotments?*
- *the proportion of site covered by buildings?*
- *the position of buildings?*
- *the size (bulk, height, mass), form, appearance and design of buildings?*
- *the amount, location, design, use and management of private and communal open space?*
- *landscaping?*

The proposed development is highly appropriate to the site with regard to all of the above factors. The proposal fits well within the context of the surrounds and is an appropriate scale.

*How would the development affect the health and safety of the occupants in terms of:*

- *lighting, ventilation and insulation?*
- *building fire risk – prevention and suppression/*
- *building materials and finishes?*
- *a common wall structure and design?*
- *access and facilities for the disabled?*
- *likely compliance with the Building Code of Australia?*

The development will comply with the provisions of the Building Code of Australia and all relevant Council controls.

### ***Construction***

*What would be the impacts of construction activities in terms of:*

- *the environmental planning issues listed above?*
- *site safety?*

Site safety measures and procedures compliant with relevant legislation will ensure that no site safety or environmental impacts will arise during construction.

### **8.3 The suitability of the site for the development**

*Does the proposal fit in the locality?*

- *are the constraints posed by adjacent developments prohibitive?*
- *would development lead to unmanageable transport demands and are there adequate transport facilities in the area?*
- *are utilities and services available to the site adequate for the development?*

The adjacent development does not impose any unusual development constraints.

*Are the site attributes conducive to development?*

The site is appropriate for the proposed development.

### **8.4 Any submissions received in accordance with this Act or the regulations**

It is envisaged that the consent authority will consider any submissions made in relation to the proposed development.

### **8.5 The public interest**

It is considered that the proposal is in the public interest as it allows for appropriate use of the residential site.

Section 4.15(1) of the Environmental Planning and Assessment Act has been considered, and the development is considered to fully comply with all relevant elements of this section of the Environmental Planning and Assessment Act 1979.



## **8. Conclusions**

- 8.1** The proposed development, for the demolition of the existing garage and the construction of a new carport and extended crossover at 14 Pitt Road, North Curl Curl, is appropriate considering all State and Council controls.
- 8.2** When assessed under the relevant heads of consideration of s4.15 of the Environmental Planning and Assessment Act, the proposed development is meritorious and should be granted consent.
- 8.3** Considering all the issues, the development is considered worthy of Council's consent.

## Planner Declaration

This report was prepared by:

Document Purpose:	Statement of Environmental Effects	
Date	Prepared by	Approved by
16/07/2025	Naomi Lyons Senior Planner	Sarah McNeilly Director

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