

19 June 2025

General Manager
Northern Beaches Council
PO Box 82
Manly NSW 1655

PROPERTY: LOT 321 DP 848146, 16 NOORONG AVENUE, FRENCHS FOREST
PROPOSAL: ALTERATIONS & ADDITIONS TO A DWELLING HOUSE
SUBJECT: RESPONSE TO COUNCIL'S CORRESPONDENCE

Reference is made to Council's correspondence dated 20.05.25 identifying the following areas of concern / non-compliance(s). It is requested that Council consider the following request for a variation to this requirement in the assessment of this application:

1. Off-street parking

The proposal seeks consent to convert the existing double garage into a games room. However, it does not allocate any on-site area for parking. The Warringah DCP requires a minimum of two (2) off-street parking spaces. As such, the proposal fails to provide adequate off-street parking, contrary to the objectives of Part C3 – Parking Facilities of the WDCP. Accordingly, the proposal must be amended to include suitable parking.

Please see Revision C of the Architectural Plans prepared by Sydney Extensions and Designs which shows the provision of a single car space within the front setback.

The Warringah DCP 2011 requires that off-street parking is:

- Provided in accordance with the rates listed within Appendix 1 – Car Parking Requirements,
- To be located so that views of the street from front windows are not obscured,
- Not readily apparent from public spaces,
- To be compliant with AS 2890.1

These controls are understood to promote adequate off-street parking that has minimal visual impact on the street frontage, and does not dominate the street frontage or public space.



The provision of a single hardstand carparking space within the front setback provides challenges to meeting the controls within the DCP; however, it is considered that the objectives of the controls can still be achieved through the design and siting of the carparking space.

Appendix 1 of the DCP requires a minimum of two (2) parking spaces to be provided to dwellings. A single car space will be available on-site as a result of the proposed alterations and additions to the existing dwelling. It is understood that on-street parking is available to the subject development, being situated on a quiet residential street that sees minimal through traffic. The car parking space provided to the development is in the only area available that can meet the requirements of the Australian Standards in relation to driveway gradients and car parking. This means that providing two (2) car parking spaces would be unfeasible on-site, and that it is appropriate that street parking is relied upon for the additional space required. It is requested that a variation to the car parking rates be supported in this instance, as it is the most reasonable outcome whilst still meeting the objectives of the control.

The provided car space is located forward of the front building line, which may create concerns about the street frontage and ensuring that the parking spaces are not readily apparent from public space. The car space will not involve any structures being constructed, providing no additional bulk or scale to the streetscape. The car space within the front setback will be shielded by existing vegetation, providing minimal impact to the streetscape presentation of the dwelling. Additionally, the topography of the site rises from the street to the location of the proposed car space, shielding the area from public view. The hardstand area is existing and has historically been used by the development for parking, which means that the established streetscape already includes the use of this area for car parking.

Moreover, the front setback of the building is the only practical location for a car space, due to the shape of the allotment and existing dwelling preventing access to the rear yard. It is understood that Council have deemed the existing hardstand area adjacent to the dwelling to be unsuitable to host a carparking space due to the driveway grade. It is considered overall that the proposed car parking space meets the objectives of the controls within the DCP as they relate to car parking spaces, and that it is sited in the most appropriate location when considering the constraints of the site. It is requested that a variation to the controls is supported in this instance.

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The proposed development is considered to meet the objectives of the development control plan despite the abovementioned areas of concern and is not considered to result in any unreasonable impact beyond that of a compliant proposal. It is therefore considered a suitable outcome for this particular site and the development should be supported in this instance.

Should you require any further information or clarification with regard to this matter prior to determination please do not hesitate to contact the undersigned on Ph: 02 8859 9080.

Prepared by:

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19 June 2025

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