

STATEMENT OF ENVIRONMENTAL EFFECTS

99 CLONTARF STREET, SEAFORTH

JULY 2024

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01 SITE AND LOCALITY ANALYSIS

The following should be read in conjunction with the Site Analysis Plan.

99 Clontarf Street is located in a quiet residential area on a sloping site overlooking a narrow green reserve across the road. Due to its location away from the main thoroughfare and with houses lining only one side of the road, Clontarf Street is a relatively low traffic area. The property consists of a two-storey dwelling with an unusable non-complying sub-floor garage. The garage is single car width only. The existing driveway is steep and does not contain the low grade (1:10) slope transition zone at the entry of the garage required to prevent the scraping of the underside of the vehicle as per AS2890.1. The garage head clearance is also non-complying at only 2000mm in height. Refer Figure 1 below.



Figure 1. Street frontage of 99 Clontarf Street

The property is located on the high side of the road with the slope running from the high rear west boundary down to the low east front boundary. Neighbouring houses along the same side of the road are also situated on this steep slope. As a result, the street comprises mostly of garages and carports at street level and at the front boundary. Refer Figure 2. There are a couple of houses (including the proposed site) where the original garage has been built back at the building line, at the end of a very steep driveway, and no longer compliant with current standards. In these examples, the garages are no longer used, and owners are parking their vehicles in the street.



Figure 2. Streetscape photo showing precedent of garages located at the front street boundary along Clontarf Street, with dwellings located at a higher level behind.



Figure 3. Unused neighbouring garage due to steep driveway, alongside a well-used carport at street level.

02 PROPOSAL

The proposal consists of the addition of a double carport structure at the street front to provide 2 complying off-street car spaces as required by the Manly DCP. The property currently does not provide any complying off-street car spaces, and the owners park their vehicles in the street.

The Manly DCP encourages car parking structures to be located back from the street front. Under due diligence, the location of a double carport up against the main dwelling was reviewed. It is not possible to achieve a complying carport directly in front of the dwelling where the slope of the hardstand area, slope of the transition area and driveway comply with AS2890.1. The level of the hardstand area arrives well below the sub-floor of the house, undermining the existing footings and foundations. This would not only require significant excavating, but extensive underpinning not reflective of sound building practice. Refer to Figure 4 below showing the sectional study.

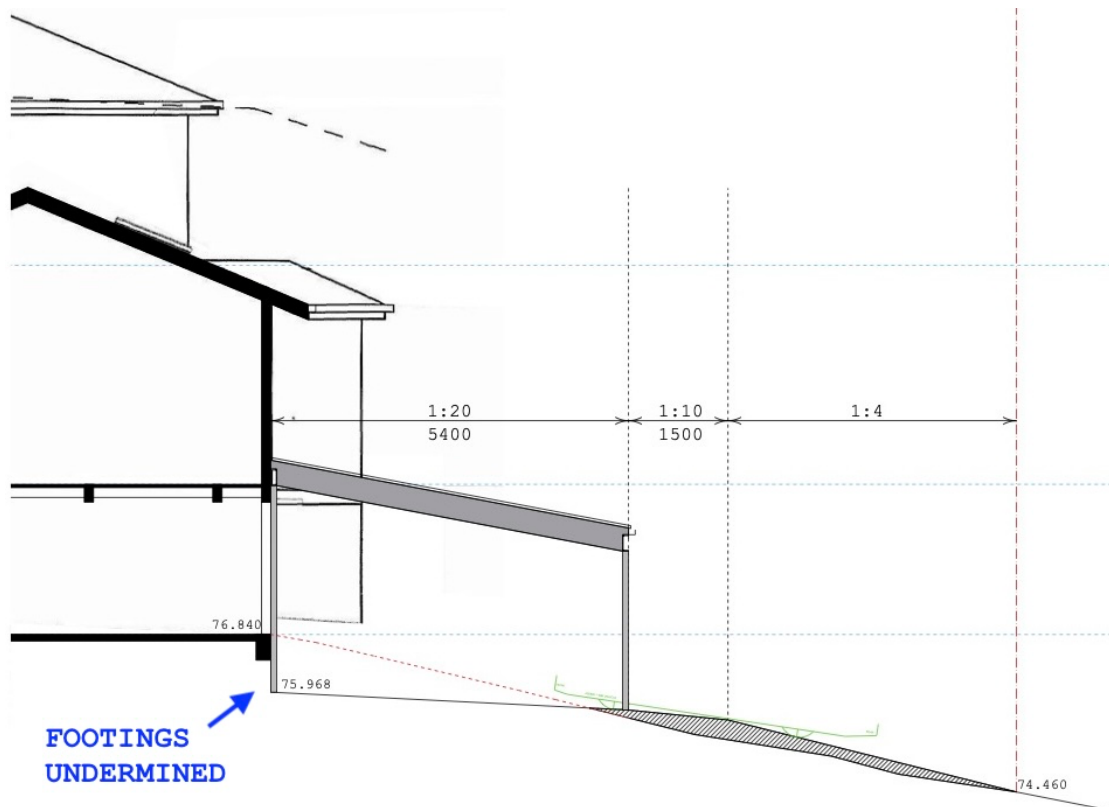


Figure 4. Sectional study of carport set back to building line.

As the carport cannot be located at the building line, the proposal aims to replicate the pattern of existing car parking structures at the front boundary along Clontarf Street. The proposed structure also seeks to provide a more well defined and welcoming pedestrian entry into the property with a small entry canopy alongside. The front fence has been modified slightly to disguise the existing waste bin area, and soft landscaping proposed to replace a large area of hard paving in the front garden. As can be seen in the figure below, having the carport at the front boundary provides a more aesthetically pleasing result being at a lower level to the house and therefore not obscuring the front elevation of the dwelling. Having the carport structure further up the driveway would make it appear looming over the street as one would look up at it. Most importantly, having it at the front boundary allows it to fit in sympathetically with the current front boundary pattern of carports along the street. See Figure 5.

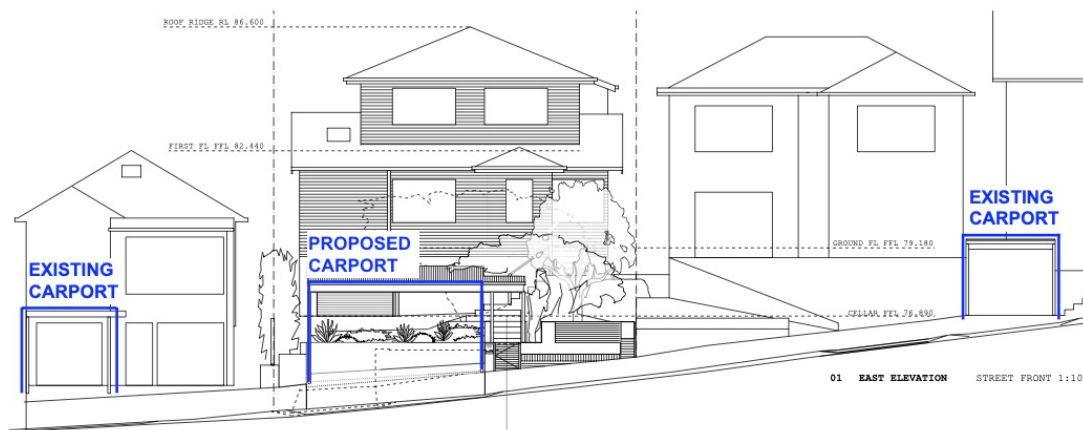


Figure 5. Clontarf Street elevation showing existing carport pattern

The proposal of the double carport also includes the alteration of the existing driveway. Although a wider driveway is proposed, the number of existing car parking spaces on the street will not be reduced. Refer to the Site Analysis Plan and Site Plan showing existing and proposed car spaces in the street.

Lastly, having the location of the carport at the front boundary line results in minimal excavation having to be undertaken as well as a reduced area of hard surface due to a shorter driveway length.

03 CONTROLS

The various Manly LEP classifications for the project are as follows:

CLASSIFICATION		COMPLIES/ COMMENTS
Land Zoning Map	R2 Low Density Residential	Yes
Floor Space Ratio Map	C 0.45:1 Existing FSR = 0.36:1	Yes No change to existing floor area.
Height of Buildings Map	I 8.5m	Yes
Land Reservation Acquisition Map	N/A	N/A
Heritage Map	N/A	N/A
Acid Sulfate Soils Map & Landslide Risk Map	N/A	N/A
Lot Size Map	I 500sqm min.	Yes
Foreshore Scenic Protection Area	N/A	N/A
Terrestrial Biodiversity, Wetlands & Watercourse map	N/A	N/A
Active Street Frontages Map	N/A	N/A
Foreshore Building Line Map	N/A	N/A
Key Sites Map	N/A	N/A

The various Manly DCP classifications & clauses for the project are as follows:

CLASSIFICATION		COMPLIES/ COMMENTS
Map A Residential Density Areas	Density Area D5 1 unit/500sqm	Yes
Map B Residential Open Space Areas	Open Space Area OS3	Yes See calculations below

Map C Potential Geotechnical Landslip Hazard Areas	Area G4 Slope <15 deg	Geotech assessment may be required*
Map D Areas of Significance (Penguins/Bandicoots)	N/A	N/A
Map E Road Widening and Alignment	N/A	N/A
Wall Height	6.5m	Yes
Front Setback	Prevailing line or 6m min.	No**
Side Setback	One-third wall height	Yes
Rear Setback	8m	N/A
Total Open Space	55% x 520.2sqm (site area) =286.1sqm Existing = 66.5% Proposed = 57%	Yes
Landscaped Area	35% x actual open space Proposed = 79%	Yes
Trees	3 native trees required	Yes
Private Open Space	18sqm	Yes
Schedule 3, Part A1 Parking	2 parking spaces for each dwelling house Existing: 0 complying spaces Proposed: 2 complying spaces	Proposed: Yes Existing: No
4.1.10 Fencing	1.5m high with 30% open above 1m.	Yes

Calculations relating to the above are shown on the Site Analysis Plan and Site Plan.

FURTHER NOTES & NON-COMPLYING AREAS:-

* Map C Geotechnical Landslip Hazard Area

A Geotech report is unlikely as the proposal satisfies the requirements of Manly DCP clause 4.4.5 Earthworks. The front boundary location of the carport allows for less than 1m excavation and retaining walls less than 1m high.

** Front Setback

Although the front setback is non-complying, the location of the car port satisfies Manly DCP Clause 4.1.6.1 Parking Design and the Location of Carports. As explained above, there is no reasonable alternative location for siting the carport. In addition, requirements for open sides and maximum width are also satisfied.

04 CONCLUSION

The proposal seeks to provide 2 off-street complying car spaces that are currently unavailable on the site. The form and siting of the carport structure is sympathetic to and in keeping with the existing pattern of carport and garage structures along the front boundaries of Clontarf Street. The associated driveway alteration does not impact the current number of available car parking spaces in the street and overall excavation and hard surface areas have been kept to a minimum.