

The General Manager
Northern Beaches Council
1 Belgrave St, Manly NSW 2095

17/09/2024

**Planning response – minor alterations and additions
17 Dalwood Avenue, Seaforth**

Attn: Reeves Cocks (Planner)

Dear Sir

The purpose of this correspondence is to provide additional information as requested by Council in the letter dated 20 August 2024. This additional information is also based upon discussions with Council (Reeves Cocks) in early September 2024.

Table 1 provides a summary of Council's comments and where they have been addressed in the updated information. The following documentation has been updated submitted:

- Statement of Environmental Effects
- Neighbour (2 Gurney Crescent) Letter of support (**Attachment A**)
- Architectural Plans (**Attachment C**)
- Compliance table (**Attachment D**)
- Statement of Development Standard Exception (**Attachment E**)
- Setback Garage/Carport Analysis (**Attachment F**).

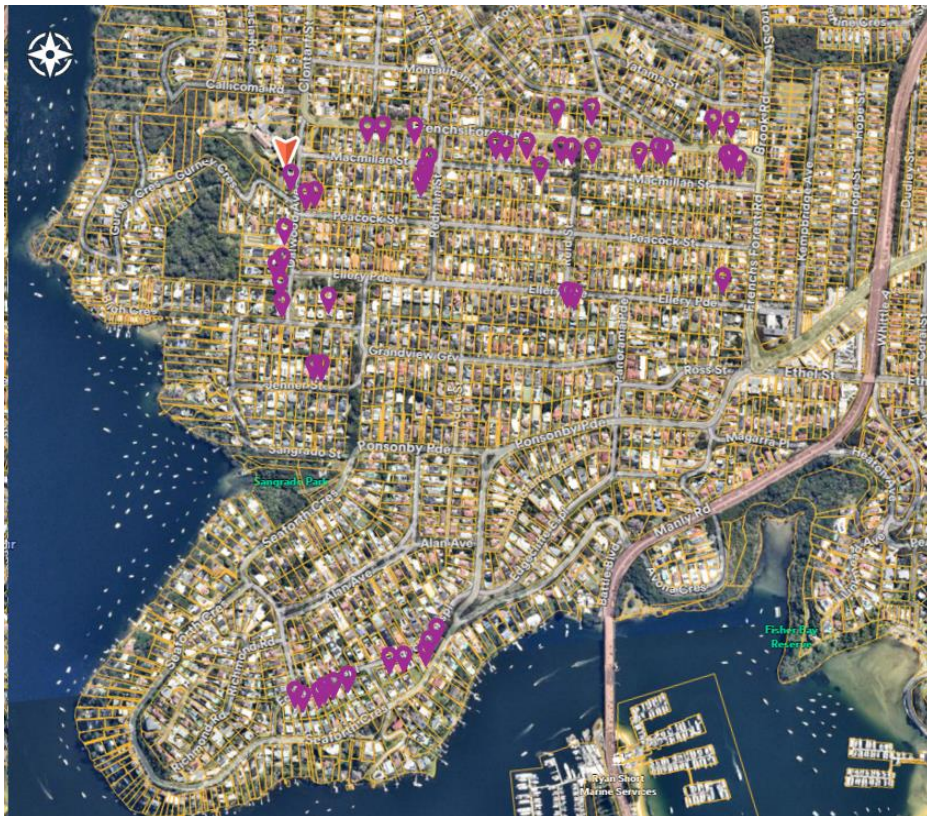
Note that both the plans and supporting documentation has been updated to respond to the comments provided. In particular, the carport roller door has been removed from the design to ensure that this structure is not enclosed. Further, in addition to obtaining a letter of support (2 Gurney Crescent, Seaforth – neighbour to the direct south) a significant number of examples have been provided for carports and predominately garages which have been built to the boundary within the immediate vicinity of the Site.

Overall, the design of the carport is light weight, open and will improve the visual presence (currently blank ground floor façade) of the dwelling. The front setback is consistent with surrounding locality and without a roller door will ensure that the structure does not dominate the streetscape.

Comment	Response
Planners comments	
<p><u>FSR (MLEP 2013 s4.4)</u> Development proposes a non-compliant FSR, calculations should be checked.</p>	<p>It is noted that the original FSR calculation was an error. The Architectural Plans and all documentation have been updated with the updated FSR. The updated FSR is as follows:</p> <p><u>FSR (site area) – MLEP 2013</u></p> <ul style="list-style-type: none"> - Existing = 0.44:1 - Proposed = 0.455:1 <p><u>FSR (750m²) – MDCP 2013</u></p> <ul style="list-style-type: none"> - Existing = 0.279:1 - Proposed = 0.287:1 <p>The Statement of Development Standard Exception (SDSE) has been updated to reflect the correct calculations above.</p> <p>Of note is that albeit the Proposal does not comply with the FSR development standard of the MLEP 2013, it complies with the FSR control within the DCP 2013. The DCP 2013, allows for a variation to the FSR control where blocks are undersized, which is relevant to the Site. Therefore, the MDCP 2013 provides an alternative approach to calculating FSR, enabling the Proposal to be compliant. Further, the addition to floor space would not result in adverse impacts on the locality or neighbouring properties or collectively with the carport result in an overdevelopment of the Site.</p>

Comment	Response
<p><u>Front and side setbacks (MLEP 2013 s4.1.4.1 & 4.1.4.2)</u></p> <p>Development considered non-compliant with front and site setbacks. Provide further justification, in consideration of the objectives.</p>	<p>The SEE (Compliance Table – Attachment D) has been updated to provide further justification, in particular the objectives. The garage roller door has been removed to reduce the perceived bulk and scale of the carport. The key justification for the carport in relation to setbacks is as follows:</p> <ul style="list-style-type: none"> ■ Front setback – a lightweight carport structure is proposed, not a garage, which has been specifically designed to ensure that it not be imposing at street level and complement the streetscape. The placement of this carport on the front boundary line is consistent with garages/carports in the locality, including 5 on Dalwood Avenue, 2 on Peacock Street, 3 on Ellery Parade, 10 on Macmillian Street and collectively over 40 properties in the immediate locality (refer to detailed garage/carport audit prepared as part of the SEE (Attachment F) – noting that most of these examples are garages (which are inherently more imposing than carports – refer also to below). Also of note is that the existing stairs at the property are built to the front boundary and that the front boundary is itself setback from the street, so there is a gap between the boundary and the public walkway. As result, it is clear that there are many properties which have structures on the boundary , therefore there is a precedent and this siting is considered consistent with the prevailing front boundary line. ■ Side setback - A letter of support has been obtained from the neighbours (2 Gurney Street, Seaforth - see attached). Further, the proposed carport does not result in an encroachment above that currently experienced, in that the carport is built on an existing hardstand area and the existing dwelling is located closer to the boundary line than the proposed carport. Further, the setback is at a minimum, just under 2m, which would ensure there are no amenity impacts to the neighbour or the streetscape.
<p><u>Landscaping (MLEP 2013 s4.1.5.2)</u></p> <p>Development considered non-compliant with minimum landscaped area and number of native trees.</p>	<p>The SEE (Compliance Table – Attachment D) has been updated to provide further justification, in particular the objectives. The following is relevant:</p> <ul style="list-style-type: none"> ■ The additional hardstand area (approx. 6.3sqm) proposed is required to satisfy the Australian Standards for carparking. This additional area is predominately unusable landscaped area in that it is used for storage and heavily shaded by the house and eaves. Enabling it to be used to improve car parking provides a functional alternative to the use of this space without affecting the enjoyment of open space on the property or the visual amenity of the streetscape. ■ Further, the Site currently has 5 native trees (believe are <i>Aceme smithii</i> - Lillypilly) at the rear of the property along

Comment	Response
	the boundary. The requirement for 2 trees has therefore been satisfied.
<u>Parking, vehicular access and loading (MLEP 2013 s4.1.6.1)</u>	<p>The SEE has been updated to provide further justification, in particular the objectives. The garage roller door has been removed to reduce the perceived bulk and scale of the carport. The following is relevant:</p> <ul style="list-style-type: none"> There are other examples on the street and in the locality which are considerably more imposing (our design specifically avoids this), also the carport is open on both sides (exception of minor screening for safety and privacy reasons - supported by neighbours) therefore it will not dominate the street frontage.
Engineers comments	
Roller door at the front of carport is not supported. Carports must be open on both sides and at the front.	<p>The roller door has been removed. The carport will be open on both sides and at the front, with the exception of a small part of the southern side. A separated screen (timber slats) is to be installed towards the rear of the southern side. There will be gaps in the screen to allow for obscured viewing, i.e. not completely enclosed. This separated screen is required at this location for safety as this corner is elevated from the ground below (i.e. fall hazard when accessing the carport/cars). The separated screen also provides some privacy to the neighbours at the closest end of the carport.</p> <p>Further, the neighbours (2 Gurney Crescent, Seaforth) have provided a letter of support, indicating that this approach would not impact on their ongoing amenity and would be a positive contribution to the streetscape.</p> <p>The carport is therefore considered consistent with the requirements of the MDCP</p>
Dimensions and grades of car parking must be in accordance with AS2890.1	<p>The carport is to accommodate parking, for the southern parking space, and only loading and unloading (prior to entering the garage) for the northern area. The northern part of the carport will be used for loading and unloading and storage, but not for parking of a car. The updated Architectural Plans ("Proposed Ground Floor Plan") show the location of the proposed parking (southern parking space and in garage). The dimensions of the proposed southern parking space are consistent with AS2890.1.</p>



Setback carport/garage analysis map (purple marker = carport/garage at front boundary, red marker = the Site)



12 Peacock Avenue, Seaford (garage built to boundary)



100 (x 2 dwellings) Peacock Avenue, Seaforth (garage built to boundary)



13 Dalwood Avenue, Seaforth (garage built to boundary)



3 Dalwood Avenue, Seaforth



1 Dalwood Avenue, Seaforth (garage built to boundary)



1A Dalwood Avenue, Seaforth (garage built to boundary)

In summary, we believe there is considerable precedent for a carport to be located on the boundary, as shown by neighbour properties. Overall, the Proposal would improve the visual presence of the dwelling addition a positive addition to the streetscape.

Please do not hesitate to contact the undersigned should you have any questions regarding any of the above.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Westley Owers', with a stylized flourish at the end.

Westley Owers
0451 105 610 / westleyfowers@gmail.com