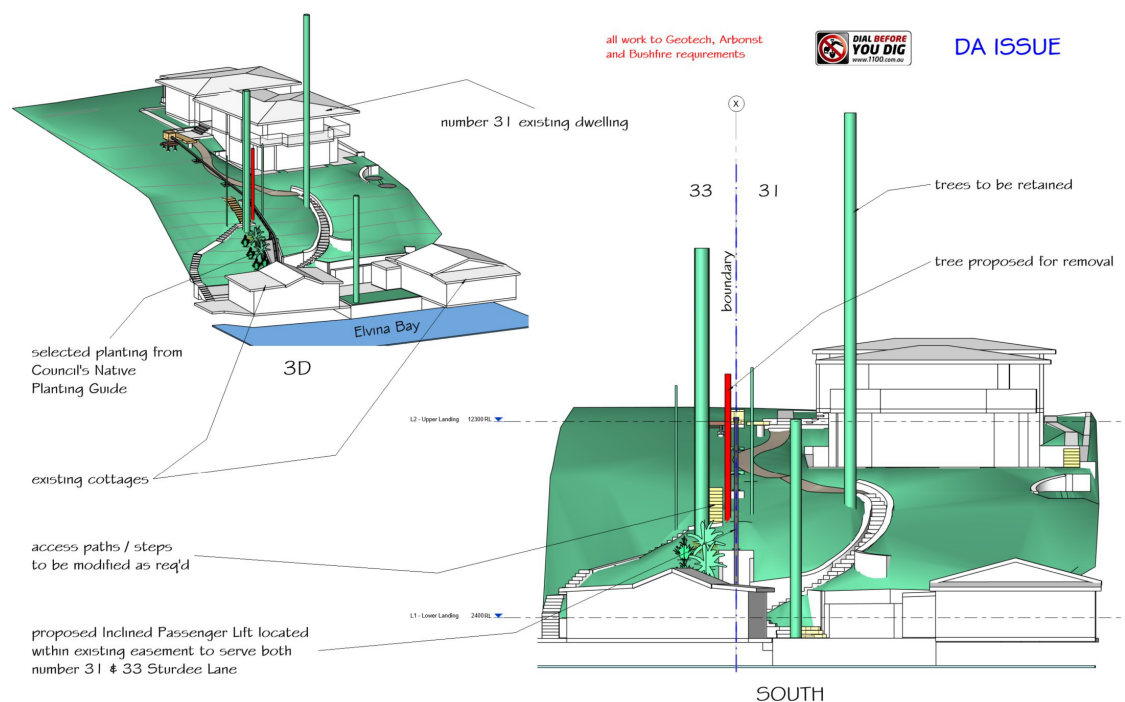


## STATEMENT OF ENVIRONMENTAL EFFECTS

23.5.25

### Proposed shared inclined lift and associated works at 31 & 33 Sturdee Lane Elvina Bay



## PROPOSED DEVELOPMENT

This Development Application proposes a new inclined passenger lift along the shared boundary of 31 & 33 Sturdee Lane Elvina Bay with associated landings and retaining works to serve the needs of both existing dwellings.

## **KEY DEVELOPMENT DETAILS**

- The proposed inclined lift is situated along the shared boundary of number 31 and number 33 Sturdee Lane and this Development Application is supported by the owners of both property's.
- The inclined lift is located within an easement which was previously created for the purpose, the easement jointly benefits and burdens the subject property's and is noted on the attached survey plan as Easement E3.
- The proposed lift is located as low to the ground as possible while avoiding excessive excavations and shall be painted in med to dark colours to help it blend in with the surrounding natural environment.
- The proposed lift is located approximately 12 meters away from the nearest adjoining property, no impacts on the acoustic or visual privacy of adjoining dwellings is anticipated.
- The subject property's are water access only and as such the proposed lift will greatly improve the access and amenity characteristics, day to day livability and the suitability of both property's for ageing-in-place.
- The proposed lift is designed to provide the principle means of access to two households and this arrangement maximises the benefits that the lift will provide while minimising the amount of new construction works required to enable safe and convenient access to the two property's.
- The operational noise of the new lift shall comply with Council and EPA requirements for acoustic noise levels and shall not exceed 60db(A) when measured one meter from the nearest adjoining premises.

## **REFERENCE DRAWINGS AND DOCUMENTS**

Architectural drawings 2417 00 to 04 and drawing LP - Location Plan by Peter Downes Designs

Topographical Survey of number 31 by Chadwick Cheng

Topographical Survey of number 33 by Waterview Surveying Services

Geotech report by White Geotechnical

Arborist report by Temporal tree Management

Bushfire report by Sydney Bushfire Consultants

Clause 4.6 Variation Statement by Blackwattle Planning

Biodiversity Statement by ACS Environmental

## **PROPERTY DESCRIPTION**

### **Title Description**

Number 31 Sturdee Lane: Lot 2 in D.P. 1180405.

Number 33 Sturdee Lane: Lot 1 in D.P. 1180405.

Elvina Bay NSW 2105

### **Dimensions and Description**

**Number 31** Sturdee Lane is roughly rectangular shaped. The main portion has the following boundary dimensions:

North	3.015 & 15.565 m
East	48.795 m
South	15.38 & 3 m
West	3 & 40 m – Common boundary with number 33 Sturdee Lane and location of proposed works.
Total Site Area =	820.9 m <sup>2</sup>

**Number 33** Sturdee Lane is hammer shaped. The main portion has the following boundary dimensions.

North	45.85 m near dwelling 5 m near waterfront
-------	----------------------------------------------

East	19.48, 40, 3 m
South	20.305, 3.015, 15.565 m near dwelling 5.135, 5.135, 5.29 m near waterfront
West	5, 34.175, 21.335 m
Total site =	1,290 m <sup>2</sup>

## Slope

As being most relevant to this proposal, the site's slope is taken along the shared boundary where the proposed lift is located.

The site falls steadily from the corner boundary at RL 12780 down to the top of the escarpment at approximately RL 7000, and from there falls more steeply down to the waterfront level at RL 1400 which provides an overall site slope of 15 degrees.

It should be noted however that the slope of the escarpment which adjoins the waterfront level is around 45 degrees.

The proposed lift is designed to be the principle means of access to the property's and will provide zero steps travel from the lower landing at RL 2400 up to the upper landing at RL 12300, thus removing around 10m vertically and more than 20 meters horizontally of pedestrian travel between the waterfront level and the two dwellings.

## Easements and Covenants

**NOTE:** To aid comprehension only the Easements and Covenants shown on the survey by Chadwick Cheng of number 31 are described below.

- **Survey notation E1:** Easement for services 1 wide. **Comment:** No works are proposed with the easement area and thus the proposed works are presumed to have no bearing on the easement and vice versa.
- **Survey notation E2:** Easement for services 1 wide. **Comment:** No works are proposed with the easement area and thus the proposed

works are presumed to have no bearing on the easement and vice versa.

- **Survey notation E3:** Easement for inclinometer access variable width.  
**Comment:** The easement allows for the joint construction and use of an inclinometer with associated costs, ongoing maintenance and repair costs and usage rights to be shared equally between number 31 and number 33 Sturdee Lane.
- **Survey notation C:** Covenant ( Vide A560442 ). **Comment:** The details of the covenant have not been investigated and are presumed to have no bearing on the proposed works and vice versa.
- **Survey notation D:** Covenant ( Vide A951872 ). **Comment:** The details of the covenant have not been investigated and are presumed to have no bearing on the proposed works and vice versa.
- **Survey notation I:** Restriction on the use of the land ( Vide DP1042095 ) **Comment:** The details of the restriction have not been investigated and are presumed to have no bearing on the proposed works and vice versa.
- **Survey notation J:** Benefitted by right of carriageway 3 wide ( Vide DP1042095 ) **Comment:** Right of carriageway located on adjoining property shall have no bearing on the proposed works or vice versa.
- **Survey notation K:** Benefitted by easement for services 1 wide ( AC44544 ) **Comment:** The benefit will not be restricted by the proposed works.
- **Survey notation L:** Benefitted by easement for services 1 wide ( AC44554 ) **Comment:** The benefit will not be restricted by the proposed works.

## ZONING AND CONTROLS

### NSW Biodiversity Values Map.

The NSW Biodiversity Values Map falls across both property's, see attached Biodiversity Statement by ACS Environmental.



### Pittwater LEP 2014

#### *Acid Sulfate Soils Class 5*

The excavations associated with the proposal are minor in nature and are not likely to disturb any acid sulfate soils.

#### *Zone C3 Environmental Management*

The proposed development is in line with the objectives of the zone.

#### *Pittwater Geotechnical Hazard H1*

Please see attached Geotech report.

#### *Building Height Limit 8.5m*

The proposed development is substantially below the height limit

## **Part 7.8 Limited Development on Foreshore Area.**

See attached Clause 4.6 Variation Statement by Blackwattle Planning.

## **Part 5.10 Heritage Conservation.**

See attached Heritage Impact Statement.

### **Pittwater DCP 2014**

#### **Pittwater 21 DCP**

### **C1.19 Incline Lifts**

#### ***Incline passenger lifts and stairways shall;***

***Control i)*** *be designed and located so they do not involve excessive excavation, or the removal of natural rock or trees, and*

#### **Response:**

The proposed lift's rail is shaped to follow the land in order to reduce the required cut area as much as is practicable, resulting in a length and width of cut of around 3.3m and 1.7m respectively and a cut area of only 5.4m<sup>2</sup>. The minimal cut area combined with the cut being visually screened from the waterway by the existing boatsheds and that the excavation creates a lower landing area and principal means of access for two separate dwelling's suggest that the amount of excavation is reasonable and minimal within the context of the site's characteristics.

No surface rock is visible in the cut area. One tree is required to be removed, however, this is a tree of poor specimen and its removal is supported by the attached Arborist report.

***Control ii)*** *be erected as near as possible to the ground level (existing) of the site, and shall not involve the erection of high piers or visible retaining structures, and*

#### **Response:**

The proposed lift is located as close to the natural ground level as possible and does not require the installation of high piers. Some retaining works are required to accommodate the lower landing area, however, these

are minimal, set into the ground, screened from view from the waterway by the existing boatsheds and shall be painted in earthy colours.

**Control iii)** *be located and designed to minimise the effects of noise from the motor and overlooking of adjoining dwellings, and*

**Response:**

The running noise of the proposed new lift will not exceed 60db(A) when measured one meter from the nearest adjoining premises and will also not exceed the EPA standard for acoustic nuisance of 5db(A) above ambient as measured from any property boundary.

The lift is proposed to be located at a sufficient distance from adjoining dwellings and no overlooking issues are present.

**Control iv)** *be painted to blend in with surrounding vegetation and screened by landscaping and*

**Response:**

The lift will be painted in med to dark colours to help it blend in with the surrounding environment. Additional landscaping is proposed to help to screen the lift from view from adjoining properties and the waterway.

**Control v)** *be set back two (2) metres from the side boundary to the outer face of the carriage*

**Response:**

C1.19 provides the following variation: *Where an incline passenger lift is shared between lots, the 2m side boundary setback does not apply to those lots.*

The proposed development therefore complies with the control.

**Control vi)** *be located wholly on private land, and*

**Response:**

The proposed works are located wholly on private land.

**Control vii)** *have a privacy screen where there is a direct view within 4.5m to a window of a habitable room of another dwelling.*



**Response:**

The proposed lift is located more than 4.5m from any adjoining dwelling and thus no privacy concerns are anticipated.

**PHOTO REPORT**



**Photo 1 – Standing at the top of the escarpment looking South and roughly in line with the running direction of the proposed lift, the location of the proposed lower landing area is out frame, the roof of the existing cottage which shall screen the retaining works from view from the waterway is visible and painted in light green.**



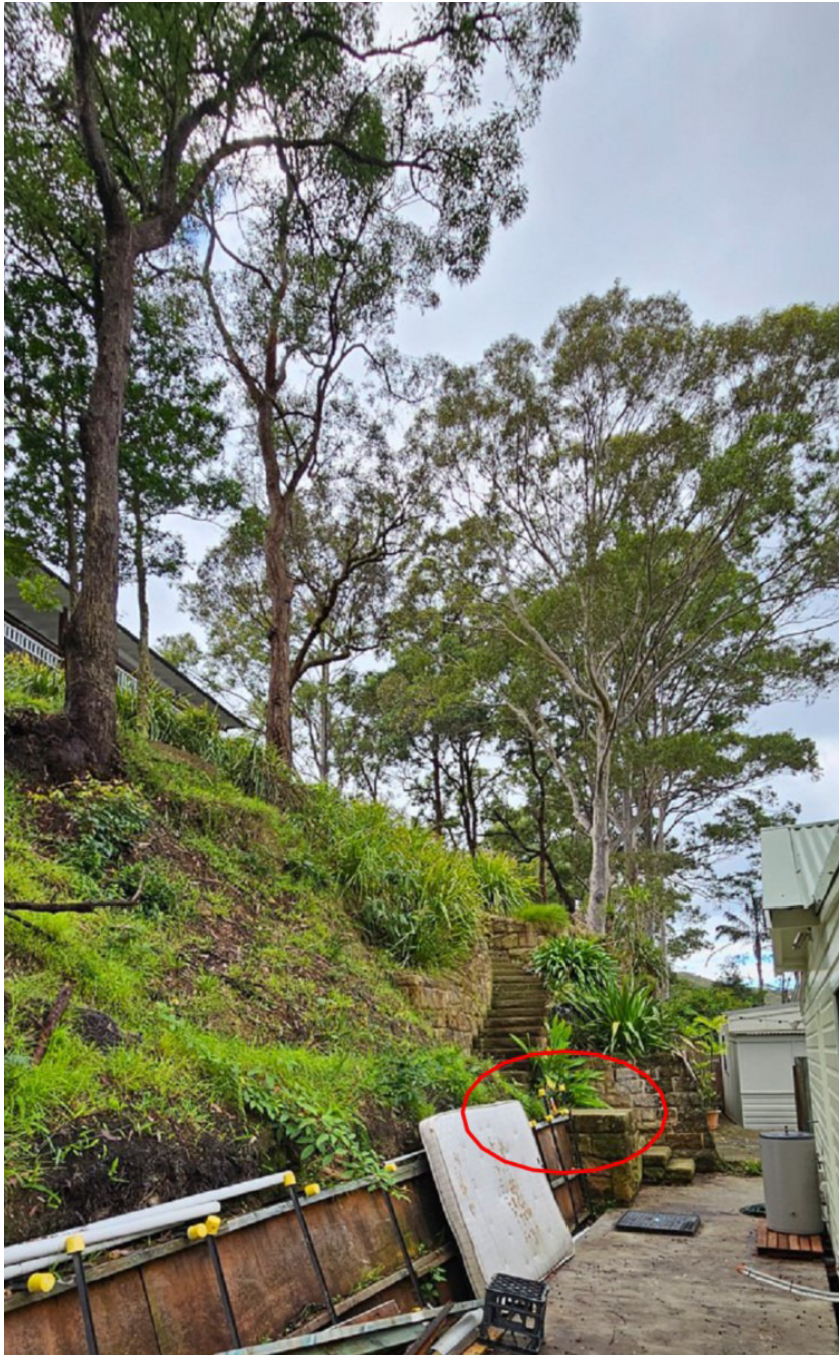
**Photo 2 – Now looking down the slope of the escarpment and observing the location of the lower landing area, the existing sandstone stair landing which shall be utilised to access / egress the railcar at the lower landing is circled in red. The existing vegetation seen to the left of the photo ( on the eastern side of the proposed lift ) will be added to with new planting on the right of the photo ( on the western side of the proposed lift ).**





**Photo 3 – Standing at the top of the escarpment looking West and observing the steep stairs and pathway of the current principle means of access to number 33 Sturdee Lane, and the existing inclined lift located on the adjoining property at number 35 Sturdee Lane which is circled in red.**





**Photo 4 – Standing at the waterfront area and looking East across the escarpment, the board and stake wall which is proposed to be replaced by the new rendered concrete wall is visible as is the lower landing area which is circled in red.**





**Photo 5 – Standing next to the lower landing area and looking North along the line of the proposed lift.**



**Photo 6 – Standing near the top of the escarpment looking North along the line of the proposed lift, the existing dwelling of number 31 Sturdee Lane is visible on the right of the photo, the existing dwelling of number 33 is also visible, being the building in blue over the rise of the hill.**





**Photo 7 – Standing near the location of the proposed upper landing area's and looking East at the existing dwelling of number 31 Sturdee Lane. The upper landing platforms are designed to be located just above ground level.**



**Photo 8 – An existing inclined lift currently serving number 37 Sturdee Lane. The existence of inclined lifts on the two nearest property's i.e. number 37 and number 35, and on several other property's in Elvina Bay demonstrates the need for inclined lifts to enable safe and convenient access to the steep and water access only site's which are typical of the locality.**



**BUSHFIRE**

See attached bushfire report.

**FLOOD HAZARD**

The site is not shown as being flood prone on the NBC Flood Hazard Map.

**SITE ANALYSIS**

Refer to site plan.

**SITE DATA**

N/A

**BUILDING ENVELOPE CONTROL**

N/A

**DRAINAGE**

N/A

**CAR PARKING AND ACCESS**

N/A

**SITE MANAGEMENT**

See Drawing 01 for ESCP details.

**VIEW LOSS**

There are no views loss issues resulting from the proposed development.

**WASTE MANAGEMENT**

See Waste Management Area on Drawing 01 Site Plan.

## CONCLUSION

The proposed development complies with the intent of all Council policies, enhances the natural and built environments and should receive favorable consideration during the approval process.

A handwritten signature in black ink, reading "S Downes". The signature is stylized with a large, sweeping 'S' and a cursive 'Downes'.

Simon Downes  
Building Designer  
Peter Downes Designs