

# **Statement of Environmental Effects**

## **Proposed alterations and additions**

**at**

**50 Tiarri Avenue Terrey Hills**

**For**

**Matt Rochford**

**Statement prepared by**  
**Norm Fletcher & Associates Pty Ltd.**  
**Town Planning/Development Consultants**  
ABN 48 109 233 767  
31 Oceanview Terrace  
Port Macquarie NSW 2444  
Mob 0408 024 973  
[nfletch@bigpond.net.au](mailto:nfletch@bigpond.net.au)

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**July 2019 (Issue B)**

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## **1. Introduction.**

This Statement of Environmental Effects is submitted in support of a development application on behalf of the owners Mr & Mrs Rochford.

The application is for additions to an existing dwelling on the property by the provision of new attached carport and front fence at the front of the property.

The property description is Lot 12 DP 237260 number 50 Tiarri Avenue Terrey Hills.

The site is rectangular in shape with an area of 696 square metres with the front and rear boundary dimension being 18.29 m and the side boundaries 38.10 m and is located on the northern side of the street.

The site is occupied by a 1 and 2 storeys dwelling with a tiled roof and swimming pool in the rear yard.

The existing vehicular access to the property is by a concrete driveway on the eastern side that connects to an open car parking space adjoining the front of the existing dwelling.

The front section of the property adjoining the street is landscaped that includes a front fence with the driveway and a kerb and gutter crossing.

In addition to this Statement of Environmental Effects, the proposal is described in the following supporting plans documentation submitted with the Development Application.

- Plans indicating the proposal prepared by High Design Architectural Drafting drawing numbers 726 17 HD 1-1 dated March 2018
- Geotechnical site review prepared by White Geotechnical Group J2262 dated 1<sup>st</sup> July 2019

This Statement describes the subject site and the surrounding area, together with the relevant planning controls and policies relating to the site and the current type of development in the locality.

It provides an assessment of the proposed development against the heads of consideration as set out in Part 4 and Section 4.15 of the Environmental Planning and Assessment Act 1979. As a result of that assessment it is concluded that the development on the site in the manner proposed is considered to be acceptable and is worthy of the support of the Council.

## 2. Proposal.

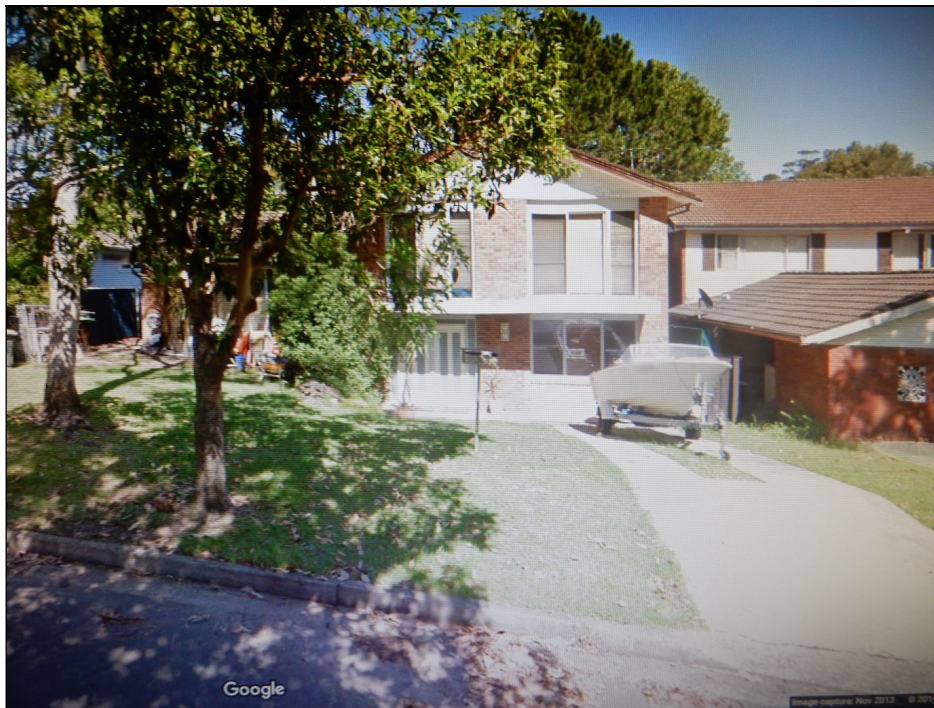
The proposal is for the provision of an attached carport with a new driveway on the south side of the property.

The new works also include a new front fence (height 1.2 m to 1.5 m) with a new driveway entrance and supporting retaining walls to the concrete car parking area.

The existing driveway on the northern side of the site is to be removed and the area reinstated and grassed with landscaping as indicated on the submitted plans.

The new car port is located in the same position as the previous approval for a similar structure that was granted DA 2007/248 dated 16<sup>th</sup> May 2007. The owners were not in a position to commence work on that approval and unfortunately the consent lapsed.

*View of the site from the street frontage*



*Source Google Mapping*

The carport will be attached to the existing dwelling and have a sheet metal skillion roof design with masonry columns at the front above the new car parking area.

The carport parking is to be located on a concrete raft slab that will be supported by a retaining wall on the northern side to provide a level driveway entrance from the street frontage.

The storm water from the carport roof is to be connected to the existing system.

### **3. Locality and adjoining area.**

The immediate locality is a residential area with individual dwellings that range from single and two storey buildings.

The area has been developed largely with residential dwellings for well over 70 years and in recent times some older style dwellings have been either demolished and replaced with new dwellings or upgraded to suit the needs of the occupants.

There are a number of similar attached carport and garage structures found on other residential properties in the Terrey Hills locality and the proposal will be similar and consistent with those developments.

The property is located in an area that includes both public and private schools and also is a short distance from the Terrey Hills Light Industrial area and also the Terrey Hills Shopping Centre.

### **4. Site Analysis.**

The area on the site where the new carport and entrance improvements are proposed is at the front eastern section of the site that will be located above a new hard surface car parking area.

The property is located on the eastern side of the street with a fall to the rear boundary.

Tiarri Avenue Street is a circular road that services the immediate residential locality and interconnects to Terrigal Road and Cooyong Road.

There is an existing constructed driveway from the street that provides access to the existing parking space will be removed and relocated to the southern side of the property.

The site has an east west orientation with the prevailing wind direction during spring and summer from the North East and South West in autumn and winter.

There are no easements or other structures that restrict the proposed development.

The stormwater from the proposal will be connected to the existing system that interconnects to the drainage easement at the rear of the property.

The site is not identified on Councils mapping system as being affected by bushfire, overland flooding, or acid sulphate soils.

The site is identified on Councils mapping system as being in Area B Landslip and a Geotechnical Report accompanies the development application and it indicates the

proposal is acceptable providing all works are completed as per recognised engineering design criteria.

The front yard area will be landscaped and the removed driveway crossing and kerb gutter layback will be restored as required by Council.

The site has been historically only been used for residential purposes and any site contamination in regards to the proposal would not be an issue.

## **5. Planning Controls that apply to the Locality and the Site.**

### **❖ Warringah Local Environmental Plan 2011**

The relevant parts of the WLEP 2011 that apply to the proposal are as follows:

#### ***Zoning***

The site is within a R2 Residential Zone as identified in the Warringah Local Environmental Plan 2011.

The proposed development is for alterations and additions to an existing dwelling at the front to provide a new car port over a parking area and the construction of new front fence and driveway entrance.

The proposed works are a permitted use with the consent of Council as being ancillary to an existing dwelling that is used for residential purposes.

#### ***Clause 4.3 Height***

The height control requirement refers to the Height Map.

The map indicates that for the area is 8.5 m is the maximum permissible height, and the proposal has a height - 4.3 m carport roof (refer architectural plans) and therefore would meet the height requirements of the WLEP 2011.

### ❖ Warringah Development Control Plan

The following table indicates how the proposal meets with the relevant built form controls as required for the site:

***Built Form Table***

<b><i>Item</i></b>	<b><i>Control</i></b>	<b><i>Proposed</i></b>	<b><i>Compliance</i></b>
Front Boundary set back	6.5 m	2.83 m	No
Side boundary set back			
South	900 mm	2.05 m	Yes
North	900 mm	9.34 m	Yes
Rear set back	6.0 m	No change	Yes
Envelope	4 m at 45 degrees	See plans	Yes
Landscape open space	40%	44%	Yes

#### ***Comments***

The proposal will not meet the front set back controls.

- **Front set back**

Due to the existing residential dwelling design there is no opportunity to comply with the 6.5 m front set back controls for secure and protected car parking.

The car port is to be located above on a elevated concrete area that can provide covered parking for 2 vehicles.

The WDCP (Clause B7) has objectives for the front set back which is as follows:

- *To create a sense of openness.*
- *To maintain the visual continuity and pattern of buildings and landscape elements.*
- *To protect and enhance the visual quality of streetscapes and public spaces.*
- *To achieve reasonable view sharing*

The car port structure will be incorporated and attached to the front of the existing dwelling on the southern side of the property. The carport roof area is low profile and the design includes masonry support columns at the front and it will have minimal impact on the adjoining and adjacent residential properties in regard to obstruction of street views.

The new carport structure and the front fencing will be consistent with the established pattern of residential buildings in the street.

The landscaping provided with the new front fencing will maintain a sense of openness to the front of the dwelling and will enhance the adjoining streetscape.

#### ***Comment***

It is considered the set back of 2.83 m as proposed with the carport structure will not be in conflict with the intent of the objectives as indicated in Clause B7 of the WDCP.

- **Front fence**

The WDCP Clause D13 has objectives for front fences and walls which is as follows:

- *To ensure that fencing, terracing and retaining walls are compatible with the existing streetscape character while creating visual interest in the public domain.*
- *To encourage innovative design solutions to improve the urban environment.*
- *To avoid a 'walled in' streetscape.*

The fence is a masonry structure that varies in height from 1.2 m to 1.5 m. The design includes planter boxes and also timber infill panels at the top section spread along the front.

The new fence is articulated and also will complement the existing dwelling, the new car port structure and the adjoining streetscape.

The driveway entrance and the proposed fence along the front boundary does not encroach on the adjoining road reserve area.

#### ***Comment***

It is considered that the new fence meets with the intent of the objectives.

- **Siting Factors Part C WDCP 2011**

The section of the WDCP 2011 refers to matters that have to be considered for developments and the relevant sections that would relate to the proposal are as follows:

#### **Parking Facilities**

*The proposal will provide covered car parking space for two vehicles side by side on the property that currently does not exist.*

*The new driveway and hard surface car port area will provide a level access to the site so that vehicles can enter the property in a reasonable safe manner.*

*Appendix 1 in the WLEP 2011 requires two car parking spaces for a dwelling.*

#### **Stormwater**

*The proposal will enable the roof water from the carport to be discharged to the existing system that is connected to the drainage easement at the rear of the site.*



**Erosion and Sedimentation**

*The proposal will require site excavation for new footings for the carport concrete parking area, retaining walls and the fence. The architectural plans indicate that and sedimentation control barriers will be installed prior to any excavation works.*

- **Design Part D**

The relevant sections of Part D that would relate to the proposal are as follows:

**Landscaped Open space**

*The proposal will improve the existing landscape provision on the site at the front of the dwelling and along the front boundary adjoining the street frontage.*

**Private open space**

*The proposal has existing available private open space within the front and rear yard of the property that is well in excess of the DCP 2011 requirements*

**Noise**

*The existing residential use on the site will be retained and it is not anticipated that it will create any noise greater than normally found in a residential locality.*

**Access to Sunlight**

*The proposal is a low level structure above the new concrete hard surface car parking area and there will be minimal impact if any on the solar provision to the adjoining properties.*

**Views**

*The proposal should not cause any view loss from the adjoining properties or alter the existing situation regarding available views.*

**Privacy**

*The new car port, front fence and driveway entrance area to the site should not create privacy concerns to the adjoining properties.*

**Building bulk**

*The proposed carport is to be attached to an existing dwelling and the new works would not be considered to be excessive in regard to bulk and scale and would be similar in size to other residential car ports in the Terrey Hills area.*

**Building colours and materials**

*The existing external walls to the dwelling are face brick work that is to be bagged and the new car port and front fence will match the finished dwelling external colour scheme.*

**Glare and reflection**

*The car port and fence being a low profile structures and should not create any issues regarding glare and reflection to the immediate area*

## **7. Planning Matters for Consideration.**

Council must have regard to Section 4.15 of the Environmental Planning and Assessment Act, 1979 before consent is granted.

The matters to be considered are addressed as follows.

The extent which the proposed development complies with the R2 Low Density Residential Zone requirements of the Warringah Local Environmental Plan 2011 and the relevant parts of the Warringah Development Control Plan.

### **The likely Impacts of the Development**

The works are for a new car port, new driveway and front fence that will be located adjoining the existing residential dwelling and along the front boundary on the site.

It is considered the new works are consistent in regard to bulk, scale and design of other carport structures and fencing found in the residential localities in Northern Beaches Local Government Area.

The proposed works are considered not to be of such significance to have any unacceptable impact on the locality or amenity of adjoining properties.

### **Suitability of the site**

The site is presently used for residential purposes with a dwelling and the new car port structure will provide a protected and level area for the parking of two vehicles on the property.

The new front fence will improve the security for the property that presently is open directly to the public and also complement the streetscape.

It is considered that the site is suitable for the proposed works as identified on the submitted architectural plans.

### **Impact on the Built Environment**

The proposal will have minimal impact on the built environment and consistent with other residential developments in the immediate locality.

### **Social Impact**

The proposal will provide a covered area for car parking that adjoins the main front entry to the existing dwelling.

The proposal will not be in conflict with the residential character of the locality and also will provide an improved benefit to the occupants of the dwelling.

**Public Interest**

The proposal is not considered to be in conflict with the Warringah Local Environmental Plan 2011 and the design generally meets with the principles and aims of the Warringah Development Control Plan and the approval of the proposal would be in the Public Interest.

**8. Conclusion.**

It is recommended to Council that consent be granted to the proposal subject to appropriate conditions relevant to the proposal being applied to the consent.

A handwritten signature in black ink, appearing to read 'Norm Fletcher', written in a cursive style.

**Norm Fletcher.**  
**MEIANZ**