

# 140 Ocean Street, Narrabeen

Statement of Environmental Effects – Development Application

On behalf of  
Missionary Sisters of Blessed Virgin Mary  
December 2019



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# 1 Introduction

This Statement of Environmental Effects (SEE) has been prepared on behalf of Missionary Sisters of Blessed Virgin Mary (the client) to support a Development Application (DA) to the Northern Beaches Council (Council). The DA seeks consent for the demolition of the existing residential dwelling on-site and the construction of a new multi dwelling development and associated works at 140 Ocean Street, Narrabeen (the site).

The SEE includes an assessment of the proposed works in terms of the matters for consideration as listed under Section 4.15 of the Environmental Planning and Assessment Act 1979 (EP&A Act 1979) and should be read in conjunction with information annexed to this report as outlined in the table of contents.

Specifically, the SEE includes the following information:

- Description of the site in its local and regional context;
- Identification of the proposed works;
- Assessment of the project against Council's controls and policies;
- Assessment of any potential environmental impacts of the proposal and any mitigation measures introduced to minimise impact.

Furthermore, the SEE is supported by the following Appended documents:

- Appendix 1: Site Survey Plan;
- Appendix 2: Architectural Plans;
- Appendix 3: BASIX Certificate;
- Appendix 4: Waste Management Plan;
- Appendix 5: On-site Detention (OSD) Tank Model Plan;
- Appendix 6: Traffic Report; and
- Appendix 7: WDCP 2011 Compliance Table.

## 1.1 Proponent and Project Team

The Development Application and SEE Report have been prepared on behalf of the applicant, Missionary Sisters of Blessed Virgin Mary.

Table 1 – Project Team	
Item	Description
Urban Planning Assessment	Mecone
Architect	John O'Brien Architecture
Landscape Architect	John O'Brien Architecture
Traffic Consultant	InRoads Group
Survey	TJ Surveyors Pty Ltd
Stormwater Consultant	Civil & Structural Engineering Design Services Pty Ltd

## 1.2 Pre-DA Meeting

A Pre-DA meeting was held with Northern Beaches Council (Council) on 21 May 2019 in relation to the subject DA. The table below outlines the primary issues raised by Council in the meeting which are addressed throughout the SEE accordingly. During the ongoing design phase, the scheme has been updated to address the issues raised by Council.

Table 2 – Pre-DA Meeting Key Points Raised by Council	
Council's Advice	Applicant Response
<p><b>Proposed Side Boundary Envelope</b></p> <p><i>Buildings must be sited within a building envelope determined by projecting planes at 45 degrees from a height above ground level at the side boundaries of 4m.</i></p> <p><i>Given the compliant side setbacks proposed for the development it is likely the development will comply with the side boundary envelope control prescribed for the site. However, the application must demonstrate the development will not be visually dominant by virtue of its height and bulk and ensure the overall amenity of the adjoining properties are not unreasonably impacted on.</i></p>	<p>As prescribed by the WDCP and Council, the development will be sited within a building envelope determined by projecting planes at 45 degrees from a height above ground level (existing) at the side boundaries of 4 metres.</p> <p>Key measures have been undertaken through the design process to ensure the overall amenity of neighbouring developments will not be compromised. Accordingly, refinements to the design of the development, including stronger horizontal emphasis of the family room and expressed canopies, will facilitate greater architectural coherence with adjoining properties and overall streetscape.</p>
<p><b>Proposed Side Boundary Setbacks</b></p> <p><i>The development proposes side setbacks for the building compliant with the controls prescribed for the subject site.</i></p> <p><i>The proposed bin storage area is located 1.9m from the northern boundary. This setback could be considered acceptable, given the appropriate treatment of the structure to ensure it presents a minimal visual impact to any public space. See comments in D14 Site Facilities.</i></p>	<p>No concerns raised. The location of the proposed bin storage area will be considered acceptable with Council support, provided the appropriate measures undertaken to ensure it is not visually intrusive when viewed from the public street.</p>
<p><b>Proposed Front Boundary Setback</b></p> <p><i>The controls prescribe a 6.5m setback to the front boundary. The development proposes a single</i></p>	<p>Appropriate landscaping treatment has been provided in response to the minor variation with front setback controls which aims to appease</p>

Table 2 – Pre-DA Meeting Key Points Raised by Council

<p><i>carport located 6.0 metres from the front setback. Whilst this creates a 500mm non-compliance with the front setback controls, the location of the carport may be acceptable, if adequate landscape treatment is provided within the front boundary to soften the appearance of the carport when viewed from Ocean Street.</i></p>	<p>the appearance of the carport when viewed from the street and public domain.</p> <p>The proposed landscape design will ensure good visibility along paths and driveways, maintaining consistency with the overall streetscape and unifying elements from the street (refer to Landscape Plan in <b>Appendix 2</b>).</p>
<p><b>Proposed Rear Boundary Setback</b></p> <p><i>The proposed ground floor complies with the 6.5m minimum rear setback prescribed for the site. At first floor, the development proposes a 5.05m rear setback which does not comply with this control.</i></p> <p><i>All attempts are to be made to minimise the event of overlooking towards the adjoining properties. To ensure compliance, any future development application is required to comply with the rear setback control at both ground and first floor to ensure the amenity of neighbouring properties is protected.</i></p>	<p>Lower ground of the proposed development will not have any significant overlooking onto the adjoining properties. Views from habitable rooms facing north and south will be screened by the side fences.</p> <p>The ground floor of the building will result in some minor additional overlooking onto the rear yard of the adjoining sites. This is proposed to be minimised by proposed privacy treatments including the installation of balcony balustrades and aluminium louvres (refer Architectural Plans in <b>Appendix 2</b>). This allows for sufficient daylight to reach all habitable rooms as well as providing privacy to the occupants and their neighbours. Additionally, mature-sized trees are proposed in the rear and surrounding peripherals of the site to further enhance privacy screening.</p>
<p><b>Proposed Landscaped Open Space and Bushland Setting</b></p> <p><i>The development requires 478.7m<sup>2</sup> to comply with the 50% requirement as prescribed for the site. The development proposes of 318.2m<sup>2</sup> which equates to 33.2% of the site and a shortfall of 160.5m<sup>2</sup>.</i></p> <p><i>The development proposes a courtyard measuring 23.75 located along the northern elevation located off bedroom 1 and bedroom 2 of the ground floor unit located at the front of the site. The applicant is encouraged to delete this courtyard and replace with landscaped open space to assist in reducing the non-compliance. The removal of the courtyard will not impact on the required level of</i></p>	<p>Subject to Council comments, the Landscape Plan is included in <b>Appendix 2</b> which demonstrates the mitigative measures to be undertaken for the proposed development.</p> <p>Despite the numerical non-compliance, the provided landscape area is still capable of meeting with Council's objectives and will positively contribute to the area.</p>

Table 2 – Pre-DA Meeting Key Points Raised by Council

<p><i>private open space provided for the ground floor unit.</i></p> <p><i>A landscape plan must be included in the application, which demonstrates sufficient planting to mitigate the built form. In particular, some significant planting within the front setback area should be provided, given the lack of landscaped area in general on site.</i></p>	
<p><b>Proposed Site Facilities</b></p> <p><i>The development proposes a waste and recycling bin enclosure located within the front setback of the site.</i></p> <p><i>Waste and recycling bin enclosures are to be durable, integrated with the building design and site landscaping, suitably screened from public places or streets and located for convenient access for collection.</i></p> <p><i>Garbage areas are to be designed to avoid common problems such as smell, noise from collection vehicles and the visibility of containers.</i></p> <p><i>Landscaping is to be provided to reduce the impact of all garbage and recycling enclosures. They are to be located away from habitable rooms, bedrooms or living areas that may detract from the amenity of occupants.</i></p>	<p>This proposal promotes waste minimization with ample space for the separation and storage of waste and recycling bins facilitated in the front yard.</p> <p>The waste and recycling bin enclosure is located away from frequented living and dining spaces to avoid impacts on occupant amenity.</p> <p>It has been designed to seamlessly integrate with the carport in the front setback area where convenient access to rubbish collection can be facilitated.</p> <p>Appropriate landscaping treatment is facilitated to ease the visual impact of waste and recycling enclosures.</p>

## 2 The Site

### 2.1 Site Location

The subject site is located at 140 Ocean Street, Narrabeen within the Northern Beaches Council Local Government Area (LGA). The site located approximately 19km from the Chatswood CBD and 20km from the North Sydney CBD. It receives a singular primary frontage to Ocean Street of 16m.

The site is legally described as Lot 13 DP 606591. The site has an area of 957.4m<sup>2</sup> and is rectangular in shape. The topography is generally flat, however, there is a slight slope towards the rear western boundary.

The site is located in proximity to bus services located along Ocean Street and Pittwater Road which provide connections to the broader Narrabeen area, North Sydney and the Sydney CBD. These bus services include the B-Line which provide express services to North Sydney and the Sydney CBD.

### 2.2 Existing Development

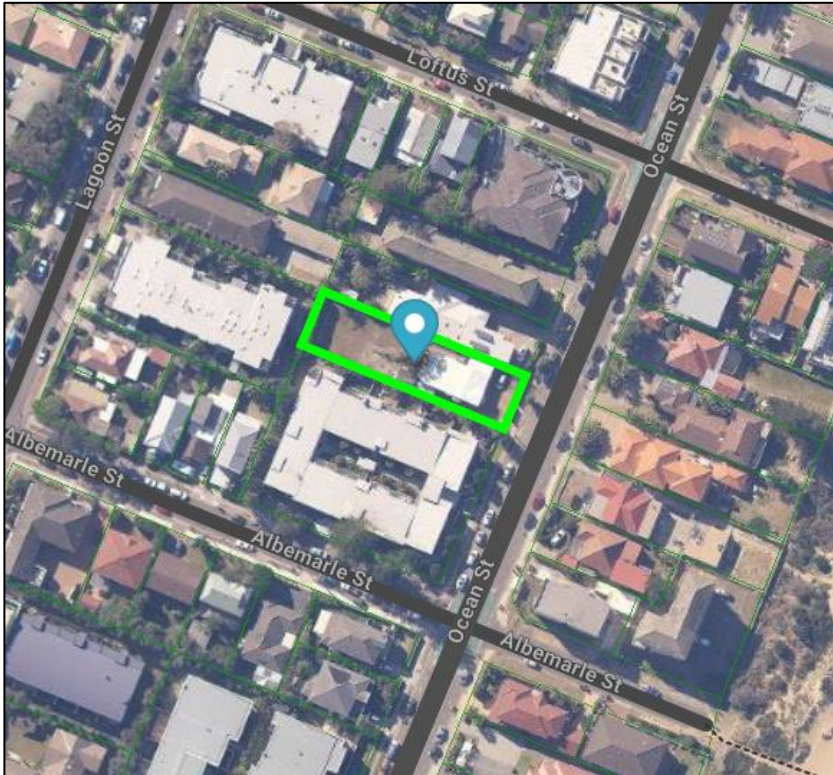
The existing development within the site consists of a single storey detached dwelling with a concrete driveway leading to a garage located at the rear. The site is enclosed by a paling fence.

### 2.3 Surrounding Development

The surrounding development predominantly consists of low to medium residential development. The development in the surrounding locality is as follows:

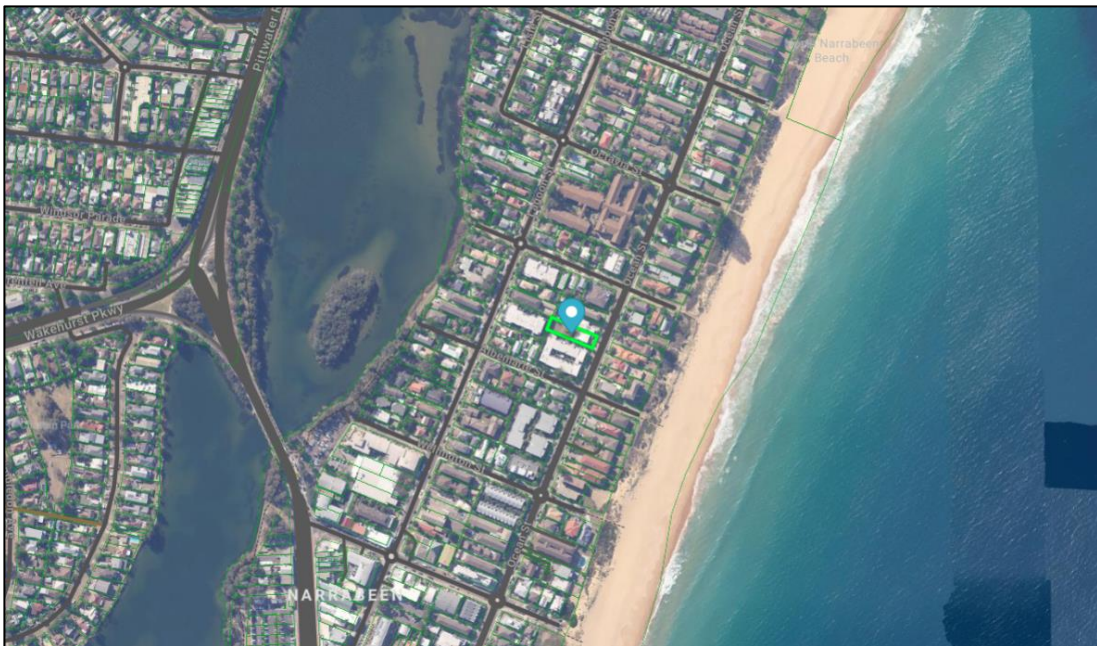
- **North:** The development to the immediate north consists of a residential dwelling that reaches two storeys. It provides a minimal setback to the southern boundary and protrudes forward of the building line established by the adjoining sites;
- **South:** The development to the immediate south consists of a two storey town house development. It provides a generous setback to its northern boundary where it adjoins the site. Landscaping is provided along this boundary and provides a buffer between the site.
- **East:** to the immediate east lies Ocean Street. The development beyond this consists of single and two storey dwelling detached dwellings.
- **West:** To the direct west of the site is the 'Watermark' apartment complex which reaches three storeys in height. Landscaping is provided along its eastern boundary where it adjoins the rear of the site.





**Figure 1 - Subject Site**

Source: Mecone Mosaic



**Figure 2 - Site Context**

Source: Mecone Mosaic

The subject property and surrounding development are depicted in the figures below:



**Figure 3** – The site as viewed from Ocean Street.

Source: Google Maps



**Figure 4** – Adjoining residential flat building located to the north of the site along Ocean Street.

Source: Google Maps



**Figure 5** - View of adjoining development to the south of the site along Ocean Street.  
Source: Google Maps



**Figure 6** - View looking north from the intersection of Albemarle Street and Ocean Street.  
Source: Google Maps



**Figure 7** - View looking south from the intersection of Loftus Street and Ocean Street.

Source: Google Images

## 2.4 Site Description

**Table 1** below provides the legal description, and a brief summary of the site and surrounding context.

Table 3 – Site Description	
Item	Description
Address	140 Ocean Street, Narrabeen
Legal Description	Lot 13 DP 606591
Site Area	The area of the site is measured at 957.4m <sup>2</sup> .
Street Frontages	The site has a 16m frontage to Ocean Street.
Site Description	The subject site is rectangular in shape and contains a slight slope towards the rear western boundary. It  The site is currently occupied by an existing single storey 4 bedroom detached dwelling with a concrete driveway and fibro garage.
Surrounding Context	The surrounding area is a mix of low-to-medium density residential with surrounding developments generally consisting of detached dwellings and apartment buildings ranging from 2 to 3 storeys .  Immediately adjoining developments include the 'Watermark' apartment complex to its west and a single level 6 bedroom house to its east.

Table 3 – Site Description	
Item	Description
	Narrabeen's retail centre, containing Woolworths, BWS bottle shop and the Commonwealth Bank, is located approximately 400m south-west from the site.
Public Transport	<p>The site has direct connections to North Sydney and Sydney CBD via the B-Line express bus services and accessible road routes. The nearest B-Line bus stop is located at Pittwater Road located within an 8-minute walk (700m) south-west of the site.</p> <p>Bus services are also located along Ocean Street which provide convenient access to destinations in the wider Northern Beaches region.</p>

## 3 The Proposal

### 3.1 Development Summary

John O'Brien Architecture has provided the design for the proposed development. The Architectural Plans are included at **Appendix 2**. The proposal seeks consent for the following works:

- Demolition of the existing single storey clad dwelling, fibro garage, garden shed, concrete driveway and pavers located on the site;
- Construction of two x 2-bedroom apartments;
- Construction of one x 4-bedroom dwelling, including a terraced family room;
- Construction of an at grade carpark and detached flat roof carport which make provision for:
  - 5 car parking spaces;
  - 4 bicycle spaces;
- Construction of a fence along the street frontage; and
- Associated landscape works.

The result of the proposed development is summarised in the table below.

Table 4 – Summary of Proposed Development	
Item	Total
Site Area	957.4m <sup>2</sup>
Number of units	Two x 2-bedroom apartments One x 4-bedroom dwelling
Parking	Undercover carpark containing 4 vehicle spaces Carport for 1 vehicle space

Table 4 – Summary of Proposed Development

Item	Total
Gross Floor Area	351.2sqm
Front setback (eastern boundary)	6.0m
Side setback (northern boundary)	4.5m – 4.7m
Side setback (southern boundary)	4.4m - 4.5m
Rear setback (western boundary)	5m - 6.5m
FSR	Insert FSR
Height	7.0m
Landscaped Area	318.2m <sup>2</sup> (33.2%)

Figures 8 to 11 provide the relevant floor plans for the proposal.

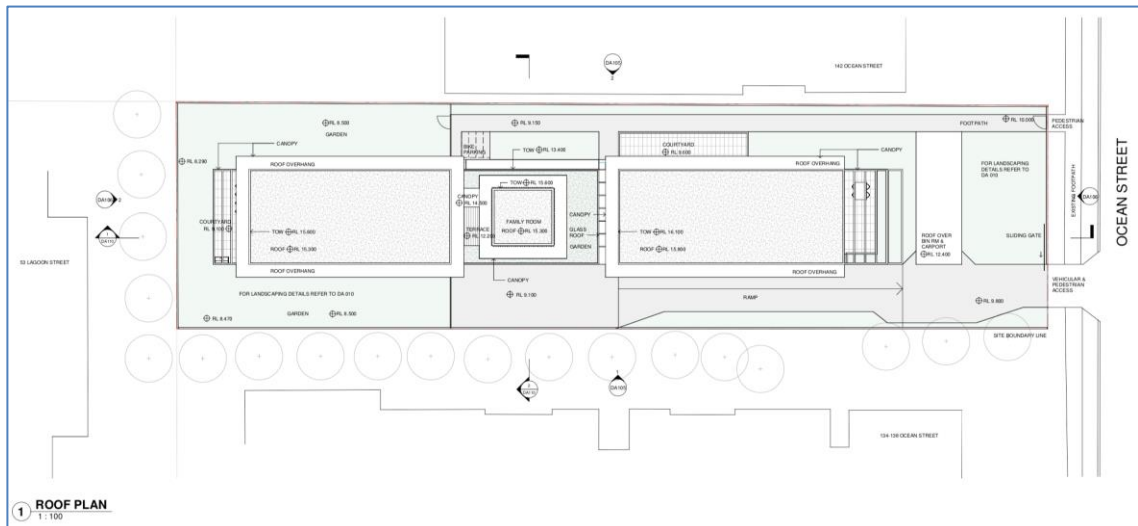
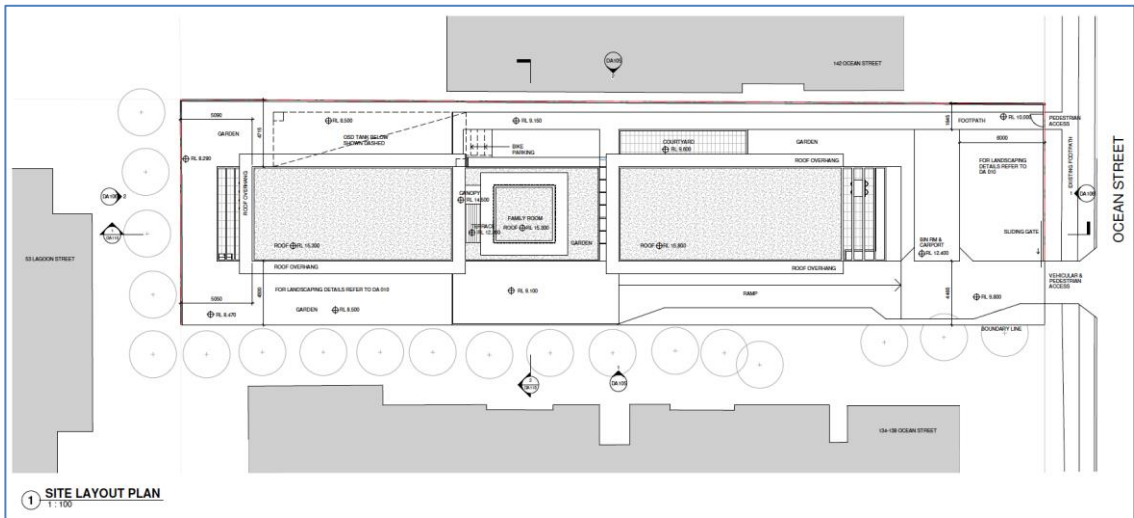


Figure 8 – Proposed Roof Plan (extract from DA103)

Source: John O'Brien Architecture



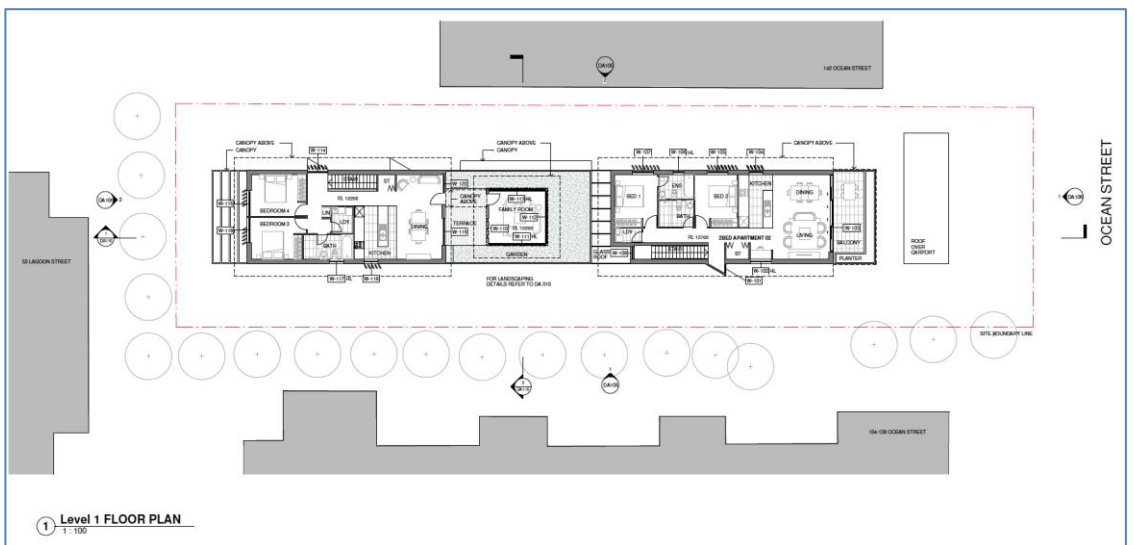
**Figure 9** – Proposed Site Layout Plan (extract from DA009)

Source: John O'Brien Architecture



**Figure 10** – Proposed Ground Floor Plan (extract from DA101)

Source: John O'Brien Architecture



**Figure 11** – Proposed First Floor Plan (extract from DA102)

Source: John O'Brien Architecture

### 3.2 Built Form

The proposal seeks consent for an apartment development and a residential dwelling. The residential dwelling is proposed within the western portion of the site and accommodates:

- 4-bedrooms;
- A rear courtyard;
- An open plan living and dining area;
- Compact powder room;
- Main bathroom;

Privacy screening is provided along the windows located on the north eastern boundary.

The building in the south eastern portion of the site fronting Ocean Street reaches two storeys in height and includes two residential apartments. Each apartment occupies a single level and includes the following:

- 2 x bedrooms, including a master bedroom with an ensuite;
- Two courtyard areas;
- Open plan kitchen, dining and living area; and
- Laundry room adjacent to staircase.
- Common bathroom and laundry room; and
- A balcony at level 1.

The proposal incorporates a flat roof design constructed of concrete with a waterproof membrane. Further details are provided In the Architectural Plans at **Appendix 2** and in the figures below.



**Figure 12** – Proposed North Elevation (extract from DA105)

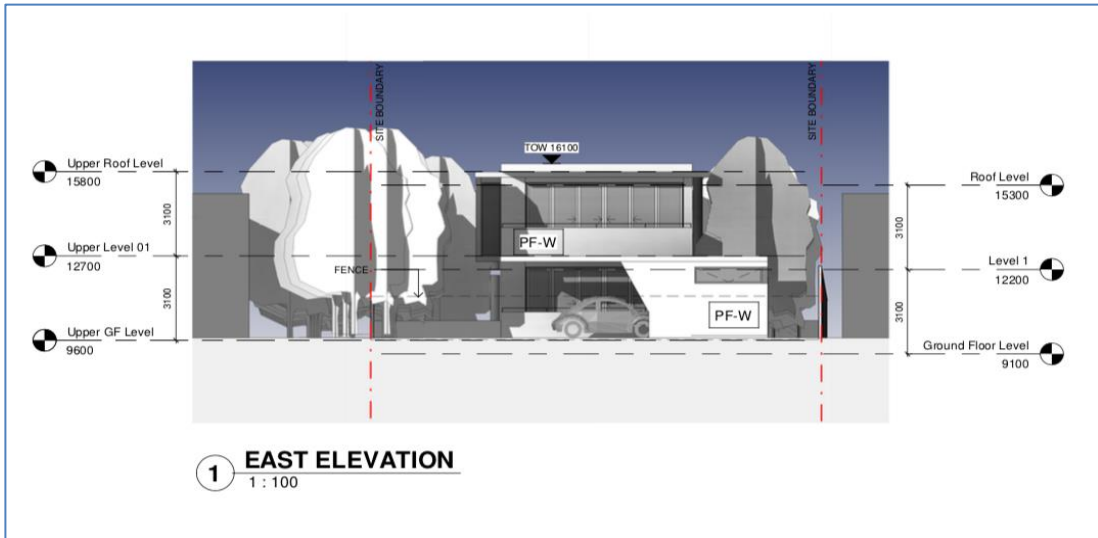
Source: John O'Brien Architecture





**Figure 13** – Proposed South Elevation (extract from DA105)

Source: John O'Brien Architecture



**Figure 14** – Proposed East Elevation (extract from DA106)

Source: John O'Brien Architecture



**Figure 15** – Proposed West Elevation (extract from DA106)

Source: John O'Brien Architecture

### 3.3 Waste

A waste storage facility adjoins the carport to the north and will service all dwellings proposed for the site. The waste storage facility will be accessible via a pedestrian footpath off Ocean Street.

### 3.4 Landscaping

Proposed landscaping, as detailed in the Landscape Plan in drawing no. SK010 in **Appendix 2**. The development proposes the additions of several trees, particularly mature size trees growing up to 4m in height, and significant landscaping undertaken to the rear, front and side boundary to soften the built form when viewed from the street frontage and neighbouring dwellings.

This includes the variety of plant species described in the planting schedule contained within the Landscape Plan. An extract of this is shown in the figure below demonstrating the array of small trees, small and large shrubs planted throughout the subject site.

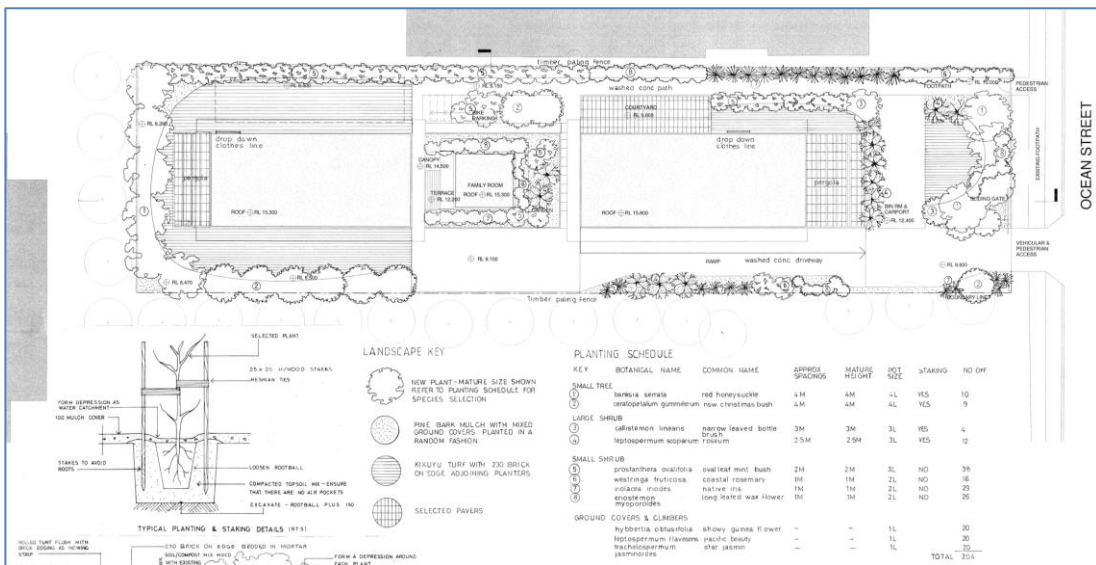


Figure 16 – Proposed Landscape Plan (extract from SK010)

Source: John O'Brien Architecture

### 3.5 Car Parking

Parking for five (5) cars are proposed on the ground level. An at-grade undercover car parking is proposed to be located centrally to the site. It accommodates four (4) car parking spaces and is accessible via the driveway from Ocean Street.

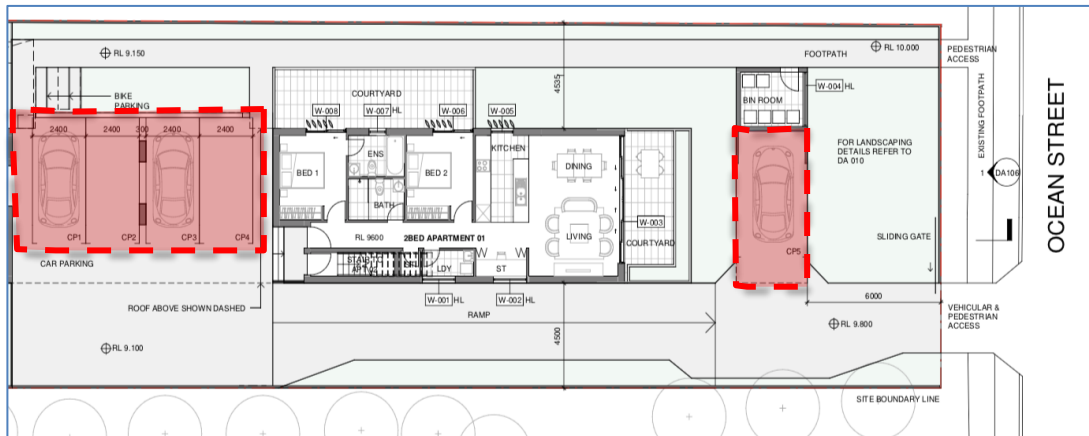
A separate carport is located within the front setback adjacent to Ocean Street and is capable of accommodating a single parking space.

The existing vehicular access arrangements are proposed to be maintained via a new driveway accessible from Ocean Street. The proposed access driveway is 3.0m wide at the property boundary and will function aptly as a two-way, single lane driveway. It remains generally consistent with the existing driveway in terms of both width and position.

Driveway ingress and egress further includes a ramp sloping down into the proposed at-grade undercover car parking area which accommodates four vehicle spaces to the rear of the site. The ramp offers a gentle gradient of 1:28 which accounts well within the maximum grade and grade change requirements stipulated in AS2890.1.

Parking spaces 1- 4 are 2.4m wide and 5.4m long with a 6.1m wide parking aisle, adequately sized to facilitate movements to and from the site.

Refer to **Figure 16** illustrating the proposed carport and undercover parking spaces.



**Figure 17** – Proposed parking arrangements (extract from DA101)

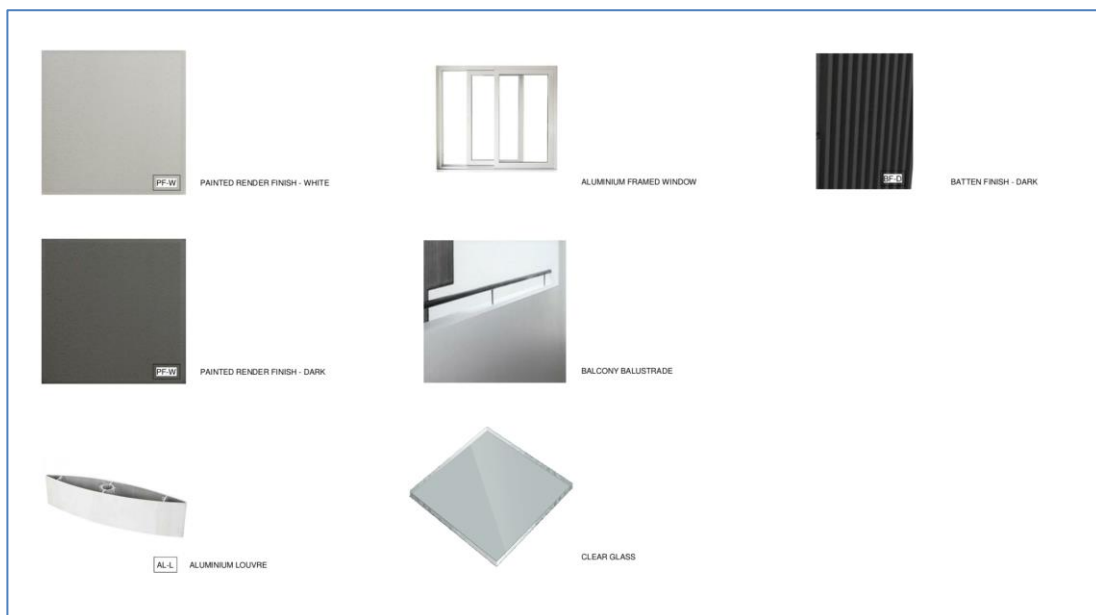
Source: John O'Brien Architecture

### 3.6 Materials and Finishes

A mix of high-quality materials and finishes are proposed for the site, including:

- Robust aluminum framed windows supplied throughout the development;
- The balustrade elements, which extend to the first stories of both rear and front buildings; and
- Exterior walls rendered with a combination of neutral paint finishes including white and dark colour schemes and encased by aluminum louvres.

Further details of materials and finishes are documented in the Architectural Plans in **Appendix 2** while an extract from the plans is shown in the figure below.



**Figure 18** – Proposed External Finishes (extract from DA200)

Source: John O'Brien Architecture

## 4 Planning Assessment

Mecone has undertaken an assessment of the proposal against the relevant environmental planning instruments (EPIs) and Development Control Plans (DCPs) including:

- *State Environmental Planning Policy No. 55 – Remediation of Land*;
- *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*;
- *State Environmental Planning Policy (Coastal Management) 2018 (Coastal Management SEPP)*;
- *The Warringah Local Environment Plan 2011*; and
- *The Warringah Development Control Plan 2011*.

### 4.1 Environmental Planning Instruments

#### 4.1.1 State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)

*SEPP 55* states that a consent authority, in determining a development application, is to give consideration to whether the land is contaminated and whether it is or can be made suitable for the proposed use.

Given the historic use of the subject property and surrounding area for residential purposes the consent authority can be satisfied that no remediation of land is required, and the land is suitable for continued residential use.

#### 4.1.2 State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 (BASIX SEPP 2004)

*BASIX SEPP 2004* aims to ensure consistency in the implementation of the BASIX scheme throughout the State. It sets water and energy reduction targets for new houses and units and ensures a consistent and successful implementation of targets by overriding competing provisions in other environmental planning instruments and development controls. A BASIX certificate has been submitted with the development application (**Appendix 3**) confirming that the proposed development meets minimum BASIX requirements subject to implementation of the commitments listed on the statement.

#### 4.1.3 State Environmental Planning Policy (Coastal Management) 2018 (Coastal Management SEPP)

The *Coastal Management SEPP* establishes a coordinated and integrated use to land use planning in coastal environments, providing a revised strategic framework for managing coastal issues in NSW (excluded from Port Botany, Port Kembla and Port of Newcastle). It defines and maps the four coastal management area under the *Coastal Management Act 2016* with each containing specific management objectives to reflect varying values and priorities of coastal communities. Accordingly, consent authorities must consider the specific objectives of each relevant coastal management area when assessing development proposals.

The proposal is identified within the coastal environment area covered by the Coastal Management Act and SEPP. As the proposal is located in a highly urbanised area and has historically been used for residential purposes, it will have no adverse impact on the coastal environment or ecological values.

#### 4.1.4 The Warringah Local Environmental Plan 2011

The Warringah LEP 2011 (WLEP 2011) is the primary local planning instrument applying to the site.

The compliance table below addresses the primary controls applicable to the site. It is considered that the proposed redevelopment and associated works are consistent with the aims and zoning objectives of the WLEP 2011.

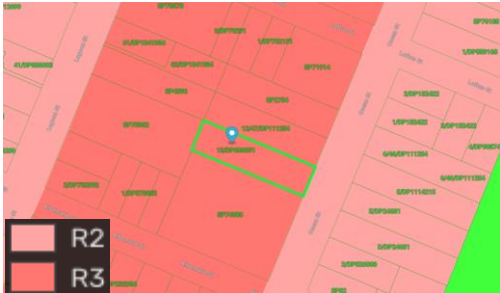
Table 5 – Summary of Key Controls under WLEP 2011		
Clause	Provision	Assessment
Land Table Use	<p>The site is zoned R3 Medium Density Residential as shown in mapping below.</p>  <p>Source: Mecone Mosaic</p>	<p><b>Complies</b></p> <p>The proposed development is best defined as a 'multi-dwelling housing' under the Warringah LEP 2011.</p> <p>Multi-dwelling housing is <b>permitted with consent</b> in the R3 Medium Density Residential Zone.</p>
	<p>The objectives of the zone are:</p> <ul style="list-style-type: none"> <li>• To provide for the housing needs of the community within a medium density residential environment.</li> <li>• To provide a variety of housing types within a medium density residential environment.</li> <li>• To enable other land uses that provide facilities or services to meet the day to day needs of residents.</li> <li>• To ensure that medium density residential environments are characterised by landscaped settings that are in harmony with the natural environment of Warringah.</li> <li>• To ensure that medium density residential environments are of a high visual quality in <i>their presentation to public streets and spaces</i>.</li> </ul>	<p><b>Complies.</b></p> <p>The proposal will provide for development sympathetic to the local character of the area that will contribute to the delivery of housing diversity in the LGA.</p>
4.3 Height of Building	<p>The site is subject to a maximum building height of <b>8.5m</b>.</p>	<p><b>Complies.</b></p> <p>Complies, as shown in the Architectural Plans at <b>Appendix 2</b>.</p>
4.4 FSR	<p>The site is not subject to an FSR control.</p>	<p><b>N/A</b></p>

Table 5 – Summary of Key Controls under WLEP 2011

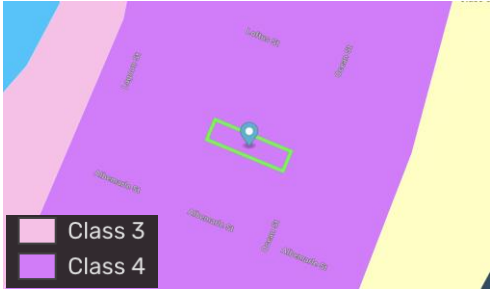
Clause	Provision	Assessment
5.10 Heritage Conservation	The site is not on land identified within a Heritage Conservation area and contains no heritage items.	<b>N/A</b>
6.1 Acid Sulphate Soils	<p>The site is identified as containing <b>Class 4</b> Acid Sulphate Soils.</p> <p>The objective of this clause is to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage.</p>  <p>Source: Mecone Mosaic</p>	<p><b>Complies.</b></p> <p>Excavation is not proposed. According, the proposal will have no impact on the watertable.</p>
6.3 Flood Planning	<p>The objectives of this clause are as follows:</p> <ul style="list-style-type: none"> <li>• To minimise the flood risk to life and property associated with the use of land.</li> <li>• To allow development on land that is compatible with the land's flood hazard, taking into account projected changes as a result of climate change.</li> <li>• To avoid significant adverse impacts on flood behaviour and the environment.</li> </ul>	<b>Able to comply.</b>
6.4 Development on sloping land	<p>Land identified in Area A of the landslide risk mapping.</p> <p>The objectives of this clause are as follows:</p> <ul style="list-style-type: none"> <li>• To avoid significant adverse impacts on development and on properties in the vicinity of development sites resulting from landslides originating either on or near sloping land.</li> <li>• To ensure the impacts of storm water runoff from development on</li> </ul>	<p><b>Complies.</b></p> <p>Appropriate stormwater management measures are incorporated into the design (refer to <b>Appendix 5</b>).</p>

Table 5 – Summary of Key Controls under WLEP 2011

Clause	Provision	Assessment
	<p>or near sloping land are minimised so as to not adversely affect the stability of the subject and surrounding land.</p> <ul style="list-style-type: none"> <li>To ensure subsurface flows are not adversely affected by development so as to not impact on the stability of existing or adjoining land.</li> </ul>	

#### 4.1.5 The Warringah Development Control Plan 2011

The Warringah Development Control Plan 2011 (WDCP 2011) is the primary DCP that applies to the site. An assessment against the key development controls of the WDCP 2011 relevant to the proposal has been completed and attached in **Appendix 6**. Additionally, the primary sections of the WDCP 2011 are further discussed in the subheadings below.

Overall, it is considered that the proposed multi dwelling development and associated works are generally compliant with the objectives and relevant controls outlined within the WDCP 2011 relevant to the site.

##### Front Boundary Setback

The proposed design is not explicitly compliant with the controls for B7 Front Boundary Setback which states:

- Development is to maintain a minimum setback to road frontages.*
- The front boundary setback area is to be landscaped and generally free of any structures, basements, carparking or site facilities other than driveways, letter boxes, garbage storage areas and fences.*

The proposal provides a minor variation to the front setback provisions. The WDCP 2011 prescribes a 6.5m front setback. The proposal provides a 6m setback and therefore proposes a 500mm variation to the control. The non-compliance relates to the carport. The dwelling itself is adequately setback from the street frontage.

Whilst the proposal provides a technical non-compliance with the control, it remains consistent with the objectives of the DCP. The proposed non-compliance with the control is minor and does not prevent the achievement of a sense of openness or visual continuity along the streetscape.

The carport is of high quality design and will be complemented by landscaping within the front setback which will positively contribute to the visual amenity of the streetscape. Specifically, the carport is finished in materials and colours complementary to the finish of the development and will be screened by several relatively high-standing trees, with planted mature trees growing to 4m each, to ensure low visual impact of the structure.

The carport is a partially open structure and will not compromise view sharing.

For the reasons set out above, it is considered that the proposal meets the objectives of the front setback controls.

### Rear Boundary Setback

The WDCP 2011 requires a 6m rear setback. The proposal generally complies with the setback in that a 6.5m setback is provided from the property boundary to the building line. The setback reduces to 5m at the roof level. In light of this, the bulk of the development provides no encroachment on the setback.

Notwithstanding the non-compliance, the proposal is consistent with the objectives of the control. As a compliant setback is provided at ground level for the bulk of the development and its habitable space areas, the following is achieved:

- Adequate opportunities for deep soil are maintained;
- A sense of openness is achieved and is not compromised by the encroachment of the roof structure;
- A compliant setback is provided between the habitable rooms and the property boundary. Therefore, appropriate visual and acoustic privacy is maintained.
- Privacy screening is provided on the rear windows to offset sightlines.

For the reasons identified above, the proposal is consistent with the objectives of the control and includes appropriate privacy mitigation measures.

### Parking Facilities

The DCP requires that the following design principles be met in accordance with C3 Parking Facilities:

- *Garage doors and carports are to be integrated into the house design and do not dominate the façade. Parking is to be located within buildings or on site;*
- *Parking is to be located so that views of the street from front windows are not obscured; and*
- *Where garages and carports face the street, ensure that the garage or carport opening does not exceed 6 metres or 50% of the building width, whichever is the lesser.*

An alternative DCP parking and car parking solution is proposed. As shown in Appendix 2, a detached car port occupies the front setback. The proposed car port does not prevent the proposal from meeting the objectives of the control for the following reasons:

- *The inclusion of the car port is provided to meet the off-street parking requirements of the WDCP 2011;*
- *The carport is partially open and will ensure the façade is visible from the street frontage;*
- *Sightlines from the habitable rooms to the street frontage are provided;*
- *The car port provides safe access and allows for vehicles to enter and leave the site in a forward direction;*
- *The carport is adequately setback to allow for comprehensive landscaping; and*
- *The car port is of high quality design and can be appropriately screened with landscaping.*

It is considered that for the reasons identified above, the proposed parking arrangements will not present as being visually intrusive when viewed from the street frontage. As such, the carport will not detract from the style of the proposed development or its surrounding public setting.



### Off-Street Parking

The WDCP 2011 specifies the following car parking requirements:

- Dwelling house and dual occupancy:
  - 2 spaces per dwelling
- Multi-dwelling housing and residential flat buildings:
  - 1 space per 1 bedroom dwelling
  - 1.2 spaces per 2 bedroom dwelling
  - 1.5 spaces per 3 bedroom dwelling
  - 1 visitor space per 5 units or part of dwelling

Pertaining to the above requirements, this would necessitate a total of 5 parking spaces (2 parking spaces for the dwelling house to the rear, 2 parking spaces for both two-bedroom apartments to the front and an additional visitor parking space for the mentioned apartments).

As shown in the ground floor plan provided in **Appendix 2**, the development proposes 5 vehicle parking and therefore complies with the requirements of the DCP car parking rates. Additionally, it is noted that the parking area and driveway as shown in the architectural plans have been appropriately designed based on the relevant standards and guidelines of the WDCP 2011 and AS2890.1:2004.

### Landscaped Area and Bushland Setting

Provision 2 of Section D1 Landscaped Open Space and Bushland Setting of the WDCP stipulates that where land is shown on DCP Map Landscaped Open Space and Bushland Setting as "Bushland Setting", a minimum of 50% of the site area must remain undisturbed by development and is to be kept as natural bushland or landscaped with locally indigenous species.

In accordance to these requirements, landscaping for the site must amount to 478.7m<sup>2</sup> in order to meet the minimum 50% requirement. However, the proposal currently provides a non-compliant 318.2m<sup>2</sup> which equates to 33% of the site. Notwithstanding the variation, the proposed landscaped area will contribute positively to the landscape character of the area and will ensure privacy and amenity of adjoining properties can be maintained.

The landscaped area facilitates suitable areas for the establishment of gardening and trees to improve the bulk and scale of the dwelling and a suitable drainage system will be in place to ensure there is no increased runoff to adjoining properties or into natural drainage channels as a result of the decreased landscaped area.

### Building Bulk

The provisions relating to the building bulk of a proposed development are set out in Section D9 of the DCP and stipulates the following:

1. *Side and rear setbacks are to be progressively increased as wall height increases.*
2. *Large areas of continuous wall planes are to be avoided by varying building setbacks and using appropriate techniques to provide visual relief.*
3. *On sloping land, the height and bulk of development (particularly on the downhill side) is to be minimised, and the need for cut and fill reduced by designs which minimise the building footprint and allow the building mass to step down the slope. In particular:*
  - *The amount of fill is not to exceed one metre in depth.*
  - *Fill is not to spread beyond the footprint of the building.*

- *Excavation of the landform is to be minimised.*
4. *Building height and scale needs to relate to topography and site conditions.*
  5. *Orientate development to address the street.*
  6. *Use colour, materials and surface treatment to reduce building bulk.*
  7. *Landscape plantings are to be provided to reduce the visual bulk of new building and works.*
  8. *Articulate walls to reduce building mass.*

It is considered that building bulk is appropriate and compatible with the development in the surrounds. As shown at **Attachment A**, the side setbacks progressively increase as the building increases in height.

Planting within the front and side setbacks will ensure the appearance of the development is softened when viewed from the streetscape.

In addition, the facades are highly articulated through the use of suitable colours, materials and surface treatments to compliment the design of the proposed development. The articulation and high-quality design of the dwelling will ensure the visual bulk of the dwelling is minimised.

## 4.2 Environmental Assessment

Mecone has undertaken an assessment of the proposal against potential environmental impacts, site suitability and the public interest in accordance with Section 4.15 of the EP&A Act 1979. The potential environmental impacts and their mitigation measures are discussed below.

### 4.2.1 Built Form

The proposed development provides a high quality contemporary architectural design. It has been designed to sit comfortably within the streetscape. The flat roof design has been proposed as opposed to a pitched roof to ensure that the bulk of the proposed development is minimised. The proposal is adequately setback to allow for comprehensive landscaping and to ensure that there are no privacy impacts to surrounding properties.

Overall, based upon the design of the dwelling and the nature of the proposal relative to the neighbouring properties, it is considered that the residence will appropriately blend with the intended future character of Ocean Street. The proposal will therefore successfully contribute to the streetscape and landscape character of the locality.

### 4.2.2 Landscaping

The Landscape Plan has been prepared by John O'Brien Architecture (refer **Appendix 2**). Adequate levels of landscaping have been considered around the entire site area to ensure the proposed building structure does not visually dominate when viewed from the streetscape. As shown, an assortment of plant species are planted around the rear, side and front areas of the subject site to soften the built form.

### 4.2.3 Overshadowing and Amenity

The bulk of the wall and roof shadowing has been designed with minimal shadow increase to reduce adverse impact of reduced sunlight to the open space areas on the western adjacent properties.

It is considered that as the proposal sits below the maximum height limit for the site and provides generally compliant setback, the proposal will provide acceptable overshadowing.

#### 4.2.4 Traffic and Parking

The Traffic Report attached in **Appendix 6**, prepared by InRoads Group, confirms that the traffic generation level would be very low, and the net traffic impact of the proposal would be negligible. The report notes that the local road network is adequately able to support the proposed development and no significant impacts on current traffic volumes will be generated as a consequence of the proposal.

In addition to the above, the report confirms that the proposal complies with the statutory vehicle and bicycle parking requirements.

#### 4.2.5 BASIX Certificate

A BASIX report has been prepared and provided for in **Appendix 3**. The report demonstrates that the proposed development will adequately comply with the requirements for sustainability and the applicable energy efficiency standards, if it is built accordingly to commitments outlined in the report.

#### 4.2.6 Stormwater Management Provisions

Appropriate stormwater management measures have been incorporated into the design of the proposal. Stormwater from new roofed areas will be fed a new stormwater drainage system and piped to the street gutter.

Illustrated in the On-site Detention (OSD) Tank Model Plan (refer **Appendix 5**), the stormwater is proposed to be collected in an OSD tank, then directed to the street drainage system in a controlled manner. The proposed OSD strategy will reduce the post-development runoff to the predevelopment levels within the site. Hence, the proposed stormwater outlets will not increase the volume of runoff currently entering Ocean Street. The plan outlines the site drainage plan and stormwater details. The proposal also includes the addition of mature trees which promotes the onsite retention of stormwater.

#### 4.2.7 Waste Management Provisions

A Waste Management Plan (WMP) has been provided in **Appendix 4** of the SEE. This Plan sets out waste management policies and processes for the demolition and construction phases of the proposed development works. The WMP demonstrates compliance with the WDCP 2011 in terms of the provision of waste facilities required for residential developments.

#### 4.2.8 Site Suitability

The proposed site is considered to be suitable for the following reasons:

- The subject site is zoned R3 Medium Density Residential and the construction of a new multi-dwelling housing structure and associated works in this zone are permissible with the consent of Council;
- The proposal is of an appropriate bulk and scale and is appropriate for the site's medium density residential zoning;
- The site is of a suitable size and configuration to accommodate the proposed development and does not breach any of the development standards that govern its bulk, including the height limit;
- Offers an alternative parking solution that is more suitable for the site;

- Provides for a significantly increased amount of landscaping to the rear, side and front boundaries;
- The proposed development is sympathetic and consistent with the existing character of the surrounding streetscape and residential density of Narrabeen;
- The proposal provides for a private residence that is both architecturally and environmentally responsive to the site and local community;
- The proposal does not result in any detrimental or adverse amenity impacts to adjoining properties.

#### 4.2.9 Public Interest

The proposed development is considered to be within the public interest for the following reasons:

- The proposal is consistent with the zone objectives and is consistent with controls within the LEP;
- There are no significant amenity impacts with regard to overshadowing, traffic generation, privacy and view loss;
- The proposal facilitates a high-quality architectural development that is sympathetic to the streetscape of the area;
- The proposed development is of an appropriate height, bulk and scale consistent with surrounds; and
- The proposal will not impact detrimentally upon the environment, the character of the locality or upon the amenity of adjoining properties and is therefore considered to be within the public interest.

## 5 Matters for Consideration Summary

The table below provides an assessment of the matters referred to in S.4.15 (1) of the EP&A Act 1979.

Table 6 – Section 4.15 Assessment Summary		
Clause No.	Clause	Assessment
(1)	Matters for consideration—general  In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:	
(a)(i)	The provision of:  Any environmental planning instrument, and	<b>Complies</b>  This SEE has considered and provided an assessment against: <ul style="list-style-type: none"> <li>• SEPP No. 55</li> <li>• BASIX SEPP;</li> <li>• SEPP Coastal Management; and</li> <li>• WLEP 2011.</li> </ul>

Table 6 – Section 4.15 Assessment Summary

Clause No.	Clause	Assessment
		The proposal has been shown to be compliant with the provisions of the above instruments.
(ii)	Any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and	We are not aware of any proposed instruments which has been the subject of public consultation.
(iii)	Any development control plan, and	An assessment against the provisions of the WDCP 2011 has been provided as part of this development application. It has been shown that the application meets the key controls and the relevant objectives.
(iiia)	Any planning agreement that has been entered into under Section 7.4, or any draft planning agreement that a developer has offered to enter into under Section 7.4, and	The site is not subject of any planning agreement.
(iv)	The regulations (to the extent that they prescribe matters for the purposes of this paragraph), and	The proposal is consistent with the regulations applying to development applications.
(v)	Any coastal zone management plan (within the meaning of the Coastal Protection Act 1979), that apply to the land to which the development application relates,	The site is not subject to a coastal zone management plan.
(b)	The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,	A number of potential impacts have been considered within this SEE. The proposed development has been shown to be acceptable in these areas.
(c)	The suitability of the site for the development,	The development is consistent with the relevant LEP and DCP controls and has no unacceptable adverse environmental impacts. The site is therefore considered suitable for the development.

Table 6 – Section 4.15 Assessment Summary		
Clause No.	Clause	Assessment
(d)	Any submissions made in accordance with this Act or the regulations,	This is a matter to be addressed following the notification of the application.
(e)	The public interest.	<p>The proposal is in the public interest as:</p> <ul style="list-style-type: none"> <li>• It is consistent with the relevant environmental planning instruments; and</li> <li>• The environmental impacts have been considered and can be appropriately mitigated.</li> </ul>

## 6 Conclusion

This SEE has been prepared on behalf of Missionary Sisters of Blessed Virgin Mary to support a DA to the Northern Beaches Council for a multi-dwelling housing development located at 140 Ocean Street, Narrabeen.

As this SEE and supporting reports demonstrate, the proposal will have negligible amenity or environmental impacts.

This statement describes the proposed works in the context of relevant planning controls and policies applicable to the proposal. In addition, the statement provides an assessment of those relevant heads of consideration pursuant to section 4.15 of the EP&A Act 1979 and the likely impacts of the development.

Following the assessment being undertaken, it is considered that the proposal is suitable and in the public interest for the following reasons:

- It is a suitable development for the subject site;
- It delivers a high-quality architectural design that appropriately responds to the surrounding streetscape and desired future character of the area;
- There is no adverse overshadowing imposed on adjoining properties;
- The environmental impacts have been considered and can be appropriately mitigated; and
- Considers the development outcome in the public interest.

Based on the above it is considered that the proposal is in the public interest. As such, we request that Council recommend that this DA be supported accordingly.



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