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# **STATEMENT OF ENVIRONMENTAL EFFECTS**

Micro Nest Fairlight

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# 1. INTRODUCTION

This report has been prepared by Urbis on behalf of Micro Nest Pty Ltd ('the applicant') in support of a Section 4.55(1A) application to modify DA2018/1708 which applies to the approved boarding house development at 195-197 Sydney Road, Fairlight.

## 1.1. OVERVIEW

Development consent was issued for DA 2018/1708 by Sydney North Planning Panel on 27 June 2019 for a part-three, part-four storey boarding house, comprising 75 boarding rooms (inclusive of 1 managers' residence) above basement parking for 38 cars.

This modification seeks to advance a number of design refinements to reflect design development, Council's recommendations in the current conditions of consent and comply with the National Construction Code (NCC) 2019.

The overall design has been amended to reflect Conditions 12 and 22 in relation to bin storage and the proposed café. These changes have driven further changes to the overall basement layout and front landscaping.

Overall, the modification seeks consent for the following modifications:

- Modification to the basement layout including:
  - Additional excavation to meet loading truck clearance levels specified by Northern Beaches Council Waste Officer
  - Minor amendments to the bin storeroom and reception area including removal of the café
  - Additional plant room and residential storage
  - Relocation of accessible car spaces and introduction of one additional accessible car space
- Minor modifications to the overall development are also proposed including:
  - Minor amendments to the building façade materials to meet NCC 2019
  - Inclusion of additional communal facilities to improve tenant amenity
  - Minor amendments to internal apartment layout changes
  - Installation of 52 solar photovoltaic panels on non-trafficable roof areas and removal of skylights from a portion of the northern building

**The proposed modifications will not alter the approved use, bulk, and scale of the development and is substantially the same development as that currently approved under DA 2018/1708.**

## 1.2. REPORT STRUCTURE

This planning report provides a comprehensive description and assessment of the proposed modifications within the following sections of the report as listed below:

- **Section 2:** outline of site and project history including assessment and determination of the original development application
- **Section 3:** overview of proposed modifications, including rationale and intended outcomes
- **Section 4:** proposed amendments to the current development consent conditions
- **Section 5:** assessment of the proposed modifications in accordance with section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act)
- **Section 6:** assessment of the application in accordance with the matters for consideration listed in section 4.15 of the EP&A Act
- **Section 7:** summary of key findings and recommendations

## 2. PROJECT BACKGROUND

### 2.1. THE SITE

The site is situated in the suburb of Fairlight within the Northern Beaches Local Government Area (LGA) approximately 10 kilometres from the Sydney CBD. The site is approximately 1.2 kilometres from Manly village centre and a similar distance to notable areas of public open space, including Manly Beach and Manly Golf Course.

The site is comprised of two rectangular shaped lots known as 195 and 197 Sydney Road, Fairlight, legally described as Lot 87 DP 1729 and Lot 2 DP 589654. The site has a 27.16m frontage to Sydney Road, a depth ranging between 66.83m and 78.945m and a total site area of 1,789sqm. The site falls approximately 12m from the rear to the street.

Figure 1 – Site Aerial



Source: NearMap

### 2.2. DEVELOPMENT HISTORY

A development application (DA2018/1708) on 27 June 2019 was approved for the following development:

- Demolition of existing structures being two dwelling houses, detached garages and associated ancillary development.
- Erection of a part-three, part-four storey boarding house, comprising boarding rooms 75 (inclusive of 1 managers' residence) above basement parking for 38 cars.
- Landscaping works including substantial perimeter planting, embellishment of central courtyard spaces, pavement and integrated furniture.
- Associated infrastructure works, including drainage.

This application retains the approved use of the site and provides amendments to the design to improve the overall outcomes for residents and neighbouring properties.

A Pre-Lodgement Meeting was held on 20 August 2020 with Northern Beaches Council to discuss the intention to lodge a modification to the approved development. Since the meeting, there has been a reduction in the original scope of the modification.

Council have been contacted following the Pre-Lodgement meeting to discuss the reduced scope of the modification.

### 3. PLAN MODIFICATIONS

The overall design has been amended to reflect Conditions 12 and 22 in relation to bin storage and the proposed café. These changes have driven further changes to the overall basement layout and front landscaping.

This section describes the proposed modifications to the architectural drawings including a summary of the key changes and the rationale underpinning the amendments. Copies of the amended architectural drawings prepared by Mostaghim are attached as **Appendix A**.

Table 1 Plan Modifications

Proposed Amendment	Intended Outcome
<p>Level 00:</p> <ul style="list-style-type: none"> <li>Relocation of one accessible parking space to Level 02</li> <li>Floor level lowered 30mm</li> <li>Additional facilities including main switch room, toilet facilities and parcel lockers</li> <li>Minor amendments to the bin storeroom, reception area including removal of the café</li> <li>Minor amendments to front landscaping to reflect the removal of the café and additional fire stairs</li> <li>Reconfiguration of bicycle parking to comply with Council requirements</li> </ul>	<p>As noted in the Traffic Parking Statement prepared by PDC Consultants (<b>Appendix B</b>) minor reconfiguration of car parking area has been undertaken resulting from:</p> <ul style="list-style-type: none"> <li>Reconciliation of reference levels within the basement car park;</li> <li>Initial incorporation of mechanical services, including exhaust locations, detailing of lift dimensions, services and communication rooms and the like.</li> </ul> <p>The amended carpark aims to provide improved accessibility including the inclusion of accessible car space at Level 01.</p> <p>Minor changes are also proposed to the internal layout to provide additional facilities for residents including toilets and parcel lockers.</p> <p>The amended bin storage room has been proposed to meet Condition 12 of the original consent.</p> <p>The removal of the café has been proposed to meet Condition 22 of the original consent.</p>
<p>Level 01:</p> <ul style="list-style-type: none"> <li>Minor amendments to increase GFA of communal room from 75sqm to 78.2sqm</li> <li>Minor reconfiguration of car parking area</li> <li>Reconfiguration of fire stairs</li> </ul>	<p>The minor reconfiguration of car parking area aims to provide improved accessibility including the inclusion of accessible car space at Level 01.</p> <p>Due to the redesign of the car park, there is a minor increase in the overall GFA of the communal space.</p>
<p>Levels 02 -05:</p> <ul style="list-style-type: none"> <li>Reorganisation of plant room to provide additional communal facilities and a common laundry room.</li> <li>Reconfiguration of fire stairs</li> <li>Minor changes to internal room layouts</li> </ul>	<p>During design development, the proposed amount of plant room originally needed was revised. An additional 72sqm is now proposed to be used as communal space with a common laundry available to all residents. The overall GFA of the site remains compliant with the FSR control.</p> <p>Apartment layouts on levels 3,4 and 5 have been reorganised to improve the overall amenity of individual rooms.</p>

Proposed Amendment	Intended Outcome
	The reconfiguration of fire stairs has been proposed to meet current BCA standards as outlined in the updated BCA report enclosed in <b>Appendix H</b> .
Roof: <ul style="list-style-type: none"> <li>Removal of skylights on part of the northern building and installation of 52 photovoltaic solar panels Levels 04 and 05</li> </ul>	<p>The installation of solar panels on non-trafficable roof area of the development will result in a greater use of a renewable energy source and improve the sustainability of the building.</p> <p>Skylights have still be provided on a portion of the northern building to ensure the building provides adequate amenity.</p> <p>The placement and design of the solar panels have been designed to have no additional impacts on neighbouring properties as outlined in the reflectivity report has been prepared by Windtech (<b>Appendix F</b>).</p>
Amendments to the materials and finishes including replacement of: <ul style="list-style-type: none"> <li>Plywood lining with render in timber colour</li> <li>Bronze coloured metal horizontal spandrels with render in bronze colour</li> </ul>	<p>The overall building façade has been amended to incorporate new materials as the approved materials are not currently available in Australia due to COVID restrictions. New materials have been chosen to replicate the design intentions of the approved development and meet current NCC standards.</p>

During the design development of the project, the approved GFA was reviewed. Overall, the proposed modification results in an additional 58sqm of GFA, predominantly related to the increased in communal space on Level 02. The overall GFA of the site remains compliant with the FSR control. A breakdown of GFA is provided below.

Table 2 GFA calculations

Level	Approved GFA (sqm)	Proposed GFA (sqm)
00 Plan	28	27
Level 01 Plan	327	324
Level 02 Plan	452	524
Level 03 Plan	495	491
Level 04 Plan	431	422
Level 05 Plan	170	173
Total GFA	1903	1961



## 4. AMENDED CONDITIONS

This section outlines the proposed replacement and/or rewording of the conditions of consent imposed by Council in accordance with the plan modifications outlined in **Section 3**.

### Amendments to Condition 1

It is proposed to amend Condition 1 to reflect the amended architectural plans and associated reports:

#### 1. Approved Plans and Supporting Documentation

The development must be carried out in compliance (except as amended by any other condition of consent) with the following:

##### a) Approved Plans

Architectural Plans – Endorsed with Council's stamp		
Drawing No.	Dated	Prepared by
A01.00[A] Level 00 Plan	<del>25 September 2018</del> 19 November 2020	<del>Modularium</del> Mostaghim
A01.01[A] Level 01 Plan	<del>25 September 2018</del> 19 November 2020	<del>Modularium</del> Mostaghim
A01.02[A] Level 02 Plan	<del>25 September 2018</del> 19 November 2020	<del>Modularium</del> Mostaghim
A01.03[A] Level 03 Plan	<del>25 September 2018</del> 19 November 2020	<del>Modularium</del> Mostaghim
A01.04[A] Level 04 Plan	<del>25 September 2018</del> 19 November 2020	<del>Modularium</del> Mostaghim
A01.05[A] Level 005 Plan	<del>25 September 2018</del> 19 November 2020	<del>Modularium</del> Mostaghim
A01.06[A] Roof Plan	<del>25 September 2018</del> 19 November 2020	<del>Modularium</del> Mostaghim
A02.01[A] Typical Unit Plans	<del>25 September 2018</del> 19 November 2020	<del>Modularium</del> Mostaghim
A03.01[A] Sydney Road and Rear Elevations	<del>25 September 2018</del> 19 November 2020	<del>Modularium</del> Mostaghim
A03.01[A] Side Elevations	<del>25 September 2018</del> 19 November 2020	<del>Modularium</del> Mostaghim
A03.02[A] Section A-A	<del>25 September 2018</del> 19 November 2020	<del>Modularium</del> Mostaghim
A01.02[A] Courtyard Elevations	<del>25 September 2018</del> 19 November 2020	<del>Modularium</del> Mostaghim
A08.01[A] Demolition Plan	25 September 2018	Modularium
A08.02[A] Excavation Plan	<del>25 September 2018</del> 19 November 2020	<del>Modularium</del> Mostaghim

Reports / Documentation – All recommendations and requirements contained within		
Report No.	Dated	Prepared by
Design Report	25 September 2018	Modularium
BASIX Certificate 968134M_02	<del>12 October 2018</del> 9 November 2020	Efficient Living
Traffic Impact Assessment	12 October 2018	PDC Consultants
<b>Traffic Parking Statement</b>	<b>19 November 2020</b>	<b>PDC Consultants</b>
Acoustic Report	31 August 2018	Wood and Grieve Engineers
<b>Acoustic Design Review</b>	<b>17 November 2020</b>	<b>White Noise Acoustics</b>
<del>BCA Design Compliance Report</del>	<del>5 October 2018</del>	<del>Matt Shuter + Associates</del>
<b>BCA Assessment Report</b>	<b>15 November 2020</b>	<b>Steve Watson and Partners</b>
<b>Access Report</b>	<b>13 November 2020</b>	<b>Access-i</b>
Geotechnical Investigation	August 2018	STS Geotechnical
Preliminary Site Investigation	August 2018	STS Geotechnical
Construction Management Plan	Undated	ABC Consultants
Plan of Management	3 October 2018	Micronest
Design Statement (Stormwater Mgmt)	4 October 2018	Integrated Group Services
<b>Solar Light Reflectivity of the Solar Panels</b>	<b>12 November 2020</b>	<b>Windtech</b>

c) The development is to be undertaken generally in accordance with the following:

...

Waste Management Plan		
Drawing No./Title.	Dated	Prepared by
Development and Construction Waste Management Plan	October 2018	Waste Audit and Consultancy Services
Waste Management Plan	September 2018	Waste Audit and Consultancy Services
Review of Waste Management Plans	10 November 2018	Waste Audit and Consultancy Services

## Removal of Conditions 12 and 22

It is proposed to remove *Condition 12. Bin Room and Path* and *Condition 22. Deletion of Café* as the design has been amended to reflect the intent of this condition.

Advice from Waste Audit (**Appendix C**) has been prepared to confirm that the revised plans meet the requirements of Condition 12 and there are no additional impacts as a result of meeting the DA Condition.

## 5. SECTION 4.55 APPLICATION

This section assesses the proposed modifications in accordance with section 4.55 of the EP&A Act including a comprehensive assessment of whether the modified proposal is substantially the same as the original approval.

### 5.1. MINOR ENVIRONMENTAL IMPACT

In accordance with Section 4.55(1A)(a), the amended scheme is considered to have a minimal environmental impact for the following reasons:

- The majority of the works proposed are to accommodate the design development changes made by the project team;
- The proposed modifications will not result in significant changes to the approved bulk, scale and height of the structures on the site;
- External works are minor design changes to colours and materials used which will provide no change to the structural integrity of the building; and
- The proposed physical works can be satisfactorily managed by the implementation of current construction management measures.

The proposed modification is of minor environmental impact as it will not alter the approved residential use and will not result in any increase in impact intensity on the surrounding locality than that generated by the approved development.

### 5.2. SUBSTANTIALLY THE SAME DEVELOPMENT

The proposal has been assessed using both a quantitative and qualitative assessment to determine whether the modified development would be substantially the same as the approved development.

The following table provides a summary of the key features of the approved development and the proposed modifications to assist with the quantitative assessment of the proposed modification:

Table 3 Comparison Table

Feature	Approved Development	Proposed Modifications	Change
Land Use	Boarding House	Boarding House	No change
FSR	1.06:1 (1903sqm)	1.09:1 (1,953sqm)	As noted in <b>Section 3</b> , the proposed modification results in an additional 53sqm metres of GFA but remains compliant with the maximum FSR of 1.1:1 under the ARH SEPP.
Height	Variable though under 8.5 metres	Solar panels are proposed on non-trafficable roof areas.	The proposed development remains compliant with the 8.5 metre height control.

<b>Feature</b>	<b>Approved Development</b>	<b>Proposed Modifications</b>	<b>Change</b>
Number of boarding rooms	75 (inclusive of 1 boarding manager residence)	75 (inclusive of 1 boarding manager residence)	No change
Building Footprint (setbacks and landscaped area)	Landscaping in the front setback comprises of a planted area on both sides of a central driveway with raised planters at the edge of the ground level over the basement entry.	A landscaped setback is still provided with additional landscaping proposed within the front setback to replace the café deck seating.	The proposed development remains compliant with existing setbacks.
Parking and Manoeuvring	38 car spaces including three accessible	38 car spaces including three accessible. The overall car parking arrangements have been amended to improve loading management	No change
Communal living space	135 sqm	210 sqm	The proposed modification results in an overall increase in communal living areas available for residents.
Landscaped area	Landscaping in the front setback comprises of a planted area on both sides of a central driveway with raised planters at the edge of the ground level over the basement entry.	A landscaped setback is still provided with additional landscaping proposed within the front setback to replace the café deck seating.	The proposed development continues to exceed the expectations for landscaping.

The proposed modifications do not substantially change the development for which consent was originally granted for the reasons outlined below:

- The modifications do not change the purpose/uses for which the development as proposed to be modified was approved;
- There is no proposed change to the approved number of dwellings associated with the development consent;
- The modifications do not result in any additional impacts on residents or neighbouring properties; and
- All modifications are considered minor in nature.

Based on the above, the modified proposal is considered substantially the same as the approved development.

## 6. SECTION 4.15 ASSESSMENT

The section 4.55(1A) application has been assessed in accordance with the matters for consideration listed in section 4.15 of the Act and as outlined below.

### 6.1. ENVIRONMENTAL PLANNING INSTRUMENTS

EPI	Approved Development	Proposed Modifications	Change
State Environmental Planning Policy (Infrastructure) 2007	The approved development was referred to RMS as Sydney Road is a classified road.	The proposed development has no impact on overall parking numbers and will have no additional impacts on Sydney Road.	No change, we anticipate that the application will be referred to RMS for consideration and comment.
State Environmental Planning Policy 55 – Remediation of Land	<p>The investigation report indicates that there is generally low risk for the soils on the site to be impacted with chemical contaminants at levels that would be significant for a high-density residential land use.</p> <p>The investigation report notes that the bulk excavation works are proposed and therefore any chemically impacted soil would be removed from the site during redevelopment.</p>	The proposed modification will result in a reduced scope for excavation but will continue to adhere to the recommendations of the preliminary site investigation prepared as part of the approved development.	No change, the modifications will adhere to the recommendations of the preliminary site investigation prepared as part of the approved development.
State Environmental Planning Policy (Building Sustainability Index Basix) 2004	The approved development is designed to achieve a 6 star NatHERS Rating. NAtHERS is no longer relevant for boarding house developments.	The proposed modification includes the installation of solar panels on the roof of Levels 04 and 05.	An updated BASIX Certificate has been prepared as part of this application to incorporate new sustainability measures including solar panels.
SREP (Sydney Harbour Catchment) 2005	The site is identified on the Sydney Harbour Catchment Map however is not within land designated as a foreshore and waterways area, a	For the purposes of this assessment, the planning principles for land within the Sydney Harbour Catchment provided at clause 13 of	No change

EPI	Approved Development	Proposed Modifications	Change
	heritage area or a strategic foreshore site.	SREP SHC have been considered.	

### 6.1.1. State Environmental Planning Policy (Affordable Rental Housing) 2009

Clause 29 of *State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARH SEPP)* stipulates various grounds upon which the consent authority must not refuse consent for boarding house development, provided the development satisfies corresponding development standards. These standards, where relevant to the site, are listed in Table 4.

Table 4 SEPP ARH Compliance Table

Grounds	Requirement	Proposed	Change
Density and scale	The maximum FSR permitted on the site is 0.6:1. With the 'bonus' FSR the maximum potential FSR is 1.1:1.	The amendments include an additional 53 sqm of floor space.	The proposal maintains compliance with the permissible FSR.
Building Height	The maximum building height permitted on the site is 8.5m.	Solar panels are located on the current roof of the buildings.	The proposed solar panels comply with the maximum building height.
Landscaped Area	Landscape treatment of front setback compatible with streetscape.	Landscaping along the front setback has been modified to reflect the removal of the café and changes to the garbage room.	No change. The proposed remains compatible with the streetscape. The overall design enhances the Sydney Road streetscape through landscaped elements including planters and green roofs.
Solar access	The approved development incorporates several communal living rooms and each will achieve the required 3 hours of direct solar access. The primary communal living room will receive the required 3 hours between midday and 3pm.	The proposed modifications do not impact on the existing solar access received by communal spaces.	No change. The proposal continues to meet solar access requirements.

Grounds	Requirement	Proposed	Change
Private open space	<p>Private open spaces are to be provided (other than front setback area):</p> <ul style="list-style-type: none"> <li>One area of 20sq.m with min dimension of 3m for lodgers,</li> </ul>	<p>The modification results in minor changes to private open including centrally located sun lawn to improve accessibility. Open space continues to comply with numeric area and dimension requirements.</p>	<p>Open space continues to comply with numeric area and dimension requirements.</p>
Parking	<p>Based on the number of boarding rooms proposed (75), 37.5 spaces are required.</p>	<p>The proposal does not result in a change in the number of rooms. The development will provide the following:</p> <ul style="list-style-type: none"> <li>38 car spaces within two (2) levels of car parking, including three (3) accessible car spaces;</li> <li>15 motorcycle parking spaces;•</li> <li>15 bicycle parking spaces;</li> <li>One (1) 6.4-metre-long Small Rigid Vehicle (SRV) service bay.</li> </ul>	<p>The proposal maintains compliance with the car parking requirements and provides one additional accessible car space.</p>
Accommodation size	<p>GFA of boarding room (excluding area for kitchen and bathroom) to be at least:</p> <ul style="list-style-type: none"> <li>12sqm for single lodger</li> <li>16sqm for other</li> </ul>	<p>No change is proposed to any of the apartment layouts.</p>	<p>No change.</p>

## 6.1.2. Manly Local Environmental Plan 2013

*Manly Local Environmental Plan 2013* is the principal instrument relevant to the site. The proposed modifications have been assessed in accordance with the relevant provisions as outlined below.

Table 5 LEP Compliance Table

Clause	Provision	Proposed	Complies
Zoning and Permissibility	R1 General Residential Zone	Boarding houses are permitted with consent within the R1 zone.	Yes – no change in permissibility.
Clause 4.3 – Height of Building	8.5m	Solar panels are located on the current roof of the buildings.	Yes – the proposed solar panels comply with the maximum building height.
Clause 4.4 – Floor Space Ratio	0.6:1.  The proposal relies on the bonus floor space permitted under ARH SEPP and therefore the FSR standard is not applicable.	The amendments include an additional 65sqm of floor space.	Yes – the proposal remains consistent the ARH FSR standard (1.1:1).
Clause 6.1 Acid sulfate soils	The site is mapped at class 5 ASS however is not within 500m of adjacent class 1, 2, 3 of 4 ASS land below 5m AHD.  An acid sulfate soils management plan is not required in this instance by virtue of the distance of the site from adjacent class 1, 2, 3 and 4 acid sulfate soil.	No change	Yes – no change to the acid sulfate soils
Clause 6.2 Earthworks	Excavation is proposed to facilitate construction of the basement parking levels.	No additional excavation is proposed as part of this application.	Yes – the findings of the original geotechnical investigations remain relevant to the application.
Clause 6.3 Flood planning	The land is not at or below the flood planning level therefore this provision is not applicable to the proposal.	No change	Yes – the site remains above the flood planning level.
Clause 6.4 Stormwater Management	Development consent must not be granted to development unless the consent authority is	Surface and roof water is still proposed to be captured and directed to on-site detention before	Yes – no change to stormwater management measures



Clause	Provision	Proposed	Complies
	satisfied that the development meets stormwater requirements.	being discharged to an existing kerb inlet pit on Sydney Road.	
Clause 6.12 Essential services	Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the development are available or that adequate arrangements have been made to make them available when required:  (a) the supply of water,  (b) the supply of electricity,  (c) the disposal and management of sewage,  (d) stormwater drainage or on-site conservation,  (e) suitable vehicular access.	The subject site has ready access to water and electricity supply and is connected to reticulated sewer.  No change is proposed to the approved stormwater management of the site including drainage.  Vehicular access is available from Sydney Road and will continue to be utilised as the only street frontage of the site.	Yes – no change is proposed to essential services.

Based on the above, it is considered the development as modified will comply with the relevant provisions within the LEP.

## 6.2. PROPOSED ENVIRONMENTAL PLANNING INSTRUMENTS

No draft environmental planning instruments are relevant to this proposal.

## 6.3. DEVELOPMENT CONTROL PLAN

*Manly Development Control Plan 2013* provides the core controls for the site. The proposed modification remains consistent with the relevant DCP controls with consideration of relevant matters incorporated in the assessment of the proposal outlined in **Section 5.2** of this report.

## 6.4. REGULATIONS

This application has been prepared in accordance with the relevant provisions of the *Environmental Planning and Assessment Regulation 2000*.

## 6.5. LIKELY IMPACTS OF THE DEVELOPMENT

The proposed modifications have been assessed considering the potential environmental, economic and social impacts as outlined below

### 6.5.1. Streetscape and Built Form

The proposed modifications are minor in scale, to reflect conditions incorporated in the original determination by the Panel and general design development of the original scheme. The building remains divided into two primary blocks with a central communal open space. While there are changes to the façade materials, these are minor with new materials chosen to be as close as possible to the approved materials while also meeting BCA/NCC standards.

Changes to the landscaped front setback are minor and have been proposed to replace the existing café deck. The overall landscape character of the front setback remains consistent with the intent of the approved development and reflects the streetscape character of Sydney Road.

Overall, the modification:

- Does not result in an increased perceivable external building scale and retains a landscaped front setback;
- The majority of built form changes are internal and do not result in any additional overshadowing or privacy impacts on neighbouring properties; and
- Do not result in any unreasonable overshadowing of roads or public open spaces.

The proposed modifications will be unobtrusive and will have a negligible environmental impact on the amenity of the surrounding area. The works have been specifically designed to improve the overall use of the site whilst still retaining its architectural character.

### 6.5.2. Solar Panels

The placement and location of solar panels on Levels 04 and 05 have been implemented to remove the potential for any impacts on neighbouring properties. A Reflectivity Report has been prepared by Windtech Consultants and is enclosed in **Appendix F**. Solar panels will be inclined at an angle of 30 degrees (from the horizontal) and oriented to the north-west (with an orientation of 318 degrees)

Analysis by Windtech confirms that there will be no elevated locations where an observer could potentially see solar glare from the solar panels and there will be no detrimental impacts on surrounding properties.

### 6.5.3. Traffic and Parking

The proposed car parking layout is mostly consistent with that of the approved development. An assessment of the amended design and parking arrangements has been undertaken by PDC Consultants and is enclosed in **Appendix B**.

The vehicular ramp will continue to accommodate one lane, two-way traffic flow. The one-lane, two-way ramp complies with Australian Standards and is considered appropriate in the circumstances given that the ramp will accommodate a low number of vehicle movements. The use of traffic signals has been recommended to manage vehicle movements and traffic flow along the ramp. Traffic signals at both ends of the vehicle ramp have been incorporated into the proposed Architectural Plans enclosed in **Appendix A**.

The proposed development continues to provide a compliant number of car spaces based on the 75 boarding rooms. With no changes to parking numbers, traffic generation is expected to be consistent with the approved development under DA 2018 / 170

In summary, the car park design and vehicle access arrangements comply with the relevant Australian Standards and will have negligible impacts.

### 6.5.4. Noise

An acoustic design review has been prepared by White Noise Acoustics, enclosed in **Appendix I** to assess the impacts of the proposed modifications. The review confirms that the proposed modifications continue to meet the EPA's acoustic design requirements for internal noise level from environmental noise including traffic noise.

### **6.5.5. Construction**

All appropriate measures will continue to be implemented during the construction phase to ensure that there is no adverse amenity impacts to and surrounding properties in terms of dust, soil erosion, air and noise. The proposed development will remain consistent with the Construction Management Plan and Construction Waste Management prepared as part of the approved development package.

### **6.5.6. Site Management**

As there is no change to number of rooms or car spaces on site, the development will remain consistent with the approved Plan of Management.

### **6.5.7. BCA and Access**

An assessment of the proposed modifications has been undertaken against the Deemed-to-Satisfy (DTS) provisions of the relevant sections of the Building Code of Australia by Steve Watson and Partners and is enclosed in **Appendix H**.

An assessment of the accessibility of the scheme has also been prepared by Access I and is enclosed in **Appendix G**.

Overall, the assessments confirmed that the proposed scheme provides appropriate design capable of complying with the BCA & Disability (Access to Premises – Buildings) Standards 2010 and Disability Standards 2020.

## **6.6. SOCIAL AND ECONOMIC IMPACTS**

The proposed development continues to provide for enhanced social and economic outcomes as described below:

- The proposed modification will provide 75 high-quality boarding rooms (inclusive of a boarding house Manager's room). This injection of affordable housing in an area that is well-located in terms of its accessibility to public transport and community facilities and one of the least affordable suburbs in NSW represents a positive social outcome for the Northern Beaches region.
- The proposed redevelopment will have some short-term economic benefit by way of creating employment opportunities for construction workers and other associated professions through the demolition and construction phases of the project.

Accordingly, there are no social or economic impacts that would preclude the development application.

## **6.7. SUITABILITY OF THE SITE**

The proposed modifications to the consent will not result in any changes that would affect the suitability of the site to accommodate the development approved under DA 2018/1708. The site is in close proximity to multiple public transport services and is capable of accommodating a development of this nature.

The proposed modifications are minor in scale, permissible with consent and will lead to the development of a building at the site which will provide greater amenity to future residents. Accordingly, the proposed modifications do not create an undesirable precedent and are considered highly suitable for the site.

## **6.8. SUBMISSIONS**

It is acknowledged that submissions arising from public notification of this application will need to be assessed by Council.

## **6.9. PUBLIC INTEREST**

The proposed development is in the public interest because it will result in the delivery of 75 high quality boarding rooms within a well-considered and site-responsive boarding house development. There are tangible social and economic benefits associated with the delivery of affordable housing in the Northern Beaches region, as has been described throughout this SEE.

## 7. SUMMARY AND CONCLUSION

This SEE has been prepared by Urbis Pty Ltd on behalf of Micro Nest Pty Ltd and accompanies the modification submitted to Northern Beaches Council for the approved boarding house development located at 195-197 Sydney Road, Fairlight.

The proposed modifications have been assessed in accordance with section 4.55(1A) and section 4.15 of the EP&A Act and are considered appropriate as summarised below:

- **The proposal is substantially the same development:** the proposed amendments to the design are minor and have been proposed to reflect Council's original conditions of consent as well as the overall amenity of the development and meet current NCC standards.
- **The proposal satisfies the applicable planning controls and policies:** the proposal satisfies the objectives of all relevant planning policies, being ARH SEPP and MLEP and aligns with the objectives of Zone R1.
- **The social and economic impacts are acceptable:** the proposed modification continues to supply affordable housing within the Fairlight area
- **The proposal remains suitable for the site:** the proposal is permitted within the R1 zone, is consistent with the zone objectives.
- **The proposal is in the public interest:** the proposal is in the public interest as it will deliver 75 well designed boarding rooms and does not result in any additional impacts on surrounding development.

Having considered all relevant matters, we conclude that the proposed modifications appropriate for the site and approval is recommended, subject to appropriate conditions of consent.

## 8. DISCLAIMER

This report is dated 27 November 2020 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Micro Nest (**Instructing Party**) for the purpose of Statement of Environmental Effects (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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